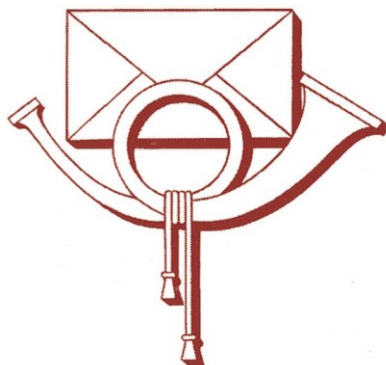


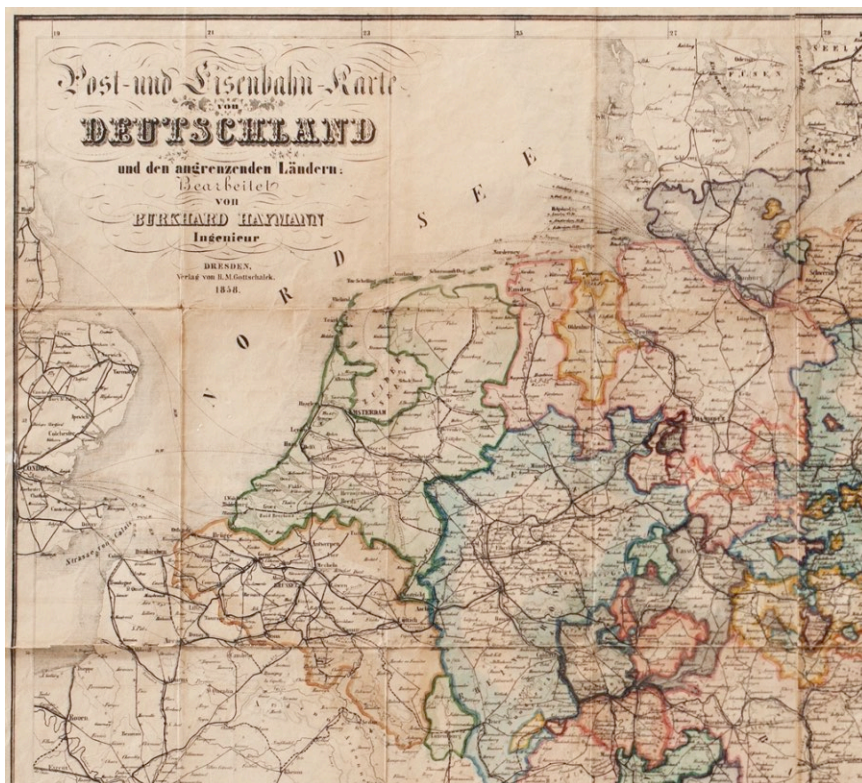
Postal History Journal



NUMBER 171

OCTOBER 2018

POSTAL HISTORY JOURNAL, NO. 171, OCTOBER 2018



Censorship in Finland * Irish Rebellion Mail 1840s

Terminus Mail Car Markings in U.S. West * 19th Century Brazil

**SCHUYLER J. RUMSEY AUCTIONS IS IN NEED OF
STAMPS AND POSTAL HISTORY!**



Sold \$103,500



Sold \$32,200

THE TIME IS NOW TO SELL INDIVIDUAL RARITIES OR
ENTIRE COLLECTIONS. TAKE ADVANTAGE OF A
GROWING MARKET, A PROFESSIONAL CATALOG AND
PROMPT PAYMENT. PLEASE CONTACT US SHOULD YOU
HAVE ITEMS FOR CONSIGNMENT OR DIRECT SALE.

Please visit our website at:
www.rumseyauctions.com

email: srumsey@rumseyauctions.com

Schuyler
Rumsey
Philatelic
Auctions

47 Kearny Street
San Francisco
California 94108
t: 415-781-5127
f: 415-781-5128

Postal History Journal

Published by the Postal History Society
APS Affiliate No. 44

Issued February, June, October.

Annual dues \$35 U.S., \$40 Canada & Mexico
\$50 rest of world (or \$15 for electronic journal,

Special to non U.S. members only)

P.O. Box 477, West Sand Lake NY 12196, U.S.A.

www.postalhistorysociety.org



For this journal, the editors have been awarded the American Philatelic Congress Diane D. Boehret Award 2014; Reserve Grand Stampshow 2015; gold medals Napex 2009, Colopex 2007, Chicagopex 2015, APS Stampshow 2017; large gold APS Stampshow 2018.

NUMBER 171

ISSN 0032-5341

OCTOBER 2018

Editors: Diane DeBlois & Robert Dalton Harris, P.O. Box 477, West Sand Lake NY 12196,
U.S.A. <agatherin@yahoo.com>

Editorial Board: Yamil H. Kouri; Roger P. Quimby; Stephen S. Washburne; &

U.S. Associate Editor: Kenneth Grant, E11960 Kessler Rd., Baraboo WI 53913 <kenneth.grant@uwc.edu>

CONTENTS copyright 2018

RESEARCH FEATURES

COVER ILLUSTRATION	13
CENSORSHIP on PRINTED MATTER in FINLAND by Roger P. Quimby	2
IRELAND: REBEL on the RUN, <i>Rely upon my heart, mind, & soul in this sacred cause</i> by W.J. Duffney	14
The SOUTHERN PACIFIC and UTAH & NORTHERN RAILROADS TERMINUS MAIL CAR MARKINGS by Hugh Feldman	22
“Gathering news around the Throne” The POSTAL SYSTEM’s ROLE in the FORMATION of TERRITORY, MARKETS, & STATEHOOD in 19th century BRAZIL by Perola Maria Goldfeder Borges de Castro	29

REVIEWS & COMMENTARY

U.S. POSTAL INSPECTORS & ORGANIZED CRIME by Alan Warren	45
FOREIGN POSTAL HISTORY in OTHER JOURNALS	47
AMERICAN POSTAL HISTORY in OTHER JOURNALS by Ken Grant	49
BERMUDA: CROSSROADS of the ATLANTIC by Robert Dalton Harris	56

SOCIETY FORUM

PRESIDENT’S MESSAGE, Yamil Kouri	62
POSTAL HISTORY SOCIETY OFFICERS and BOARD of DIRECTORS	55
POSTAL HISTORY SOCIETY AWARDS, Douglas Napier Clarke	48
POSTCARD of 1905 BAYVILLE, MAINE	44
REMEMBER ye OLDE POST ROADS! Vincent Green	62

Publication supported by a bequest of Jesse and Diane Boehret

Censorship on Printed Matter in Finland

By Roger P. Quimby

From the time of the French Revolution the Russian autocracy greatly feared the introduction of foreign ideas antithetical to the authority and primacy of the divine rule of the Czars. Almost immediately after the Russian Empire defeated Sweden in the Finland War of 1808-09 and Russia accepted the land known as Finland as its prize, secret censorship of foreign letters and printed materials was started at an inspection office connected to the Åbo / Turku post office, an important border post office between Russia and Sweden as well as for postal exchanges with other countries.

The purpose of the secret censorship was clear: to prevent the spread of harmful ideas that might threaten the security of the state. These secret operations conducted by the “black chambers” continued under several different statutes and directives from the Russian Interior Ministry. In 1867, the Finnish Senate, at the behest of the Russian Interior Ministry, passed a statute concerning printed matter which specifically stipulated that printed material from abroad should be inspected. Newspapers arriving with the mail were to be taken to the nearest office that inspected or censored printed matter, now at Turku and Wyborg. A similar order was issued in those Russian cities that directly received mail from Finland.

Jorma Keturi, in his forthcoming book on censorship in Finland from 1810 to 1946, *Kirjesalaisuus Murtui*, points out that the Governor General noticed that foreign newspapers, mostly Swedish, had started to publish writings against Russia. He demanded action to prevent the circulation of foreign newspapers in Finland. While this directive was not carried out exactly in the manner as the Governor General envisioned, an organization for the inspection of printed matter was formed in 1867 called “Painotuoteylihallitus” which translates somewhat awkwardly as “Printed Matter Main Administration.”

Over the next several decades, some forty new censors were hired to monitor incoming printed matter at some thirty-five locations in Finland, mostly at border towns and at several inland locations as well. The censors were called “Pressombudsman,” in Swedish, which translates to “press mediator or monitor.” In the late 1800s until 1905, when the censor offices were “shut down” by an Imperial Decree, censorship of foreign printed matter was strictly enforced. Beginning about 1891 (a date certain has not been established), some censors or pressombudsman were assigned marks which read, “Pressombudsmannen I Wiborg” or one of the other locations which marked wrappers and other mailed printed items.

These censor marks are non-postal as the pressombudsman were not postal employees and, when they first came to light in the philatelic literature in Finland some in the 1960s, some collectors argued that they did not belong in a cover collection. However, the marks appear on covers and wrappers and the mail was subject to examination, delay or possible confiscation, and therefore is important to the postal historian’s understanding of the handling of printed matter mail from abroad.

The Finnish archives do not provide any information why marks were not used at all censor locations or why they were introduced in the first place or why so few items were marked. Nevertheless, marks have been discovered on printed matter mail in nine towns including: **Åbo** / Turku, **Viborg** / Wyborg, **Nystad**, **Hangö** / Hanko, **Borgå** / Porvoo, **Uleåborg** / Oulu, **Kotka** and **Mariehamn**. (Bold type signifies Swedish spelling of town as it appears on pressombudsman mark.) All of these towns are seaports and received ship mail from Sweden, Denmark, Germany and other European countries.

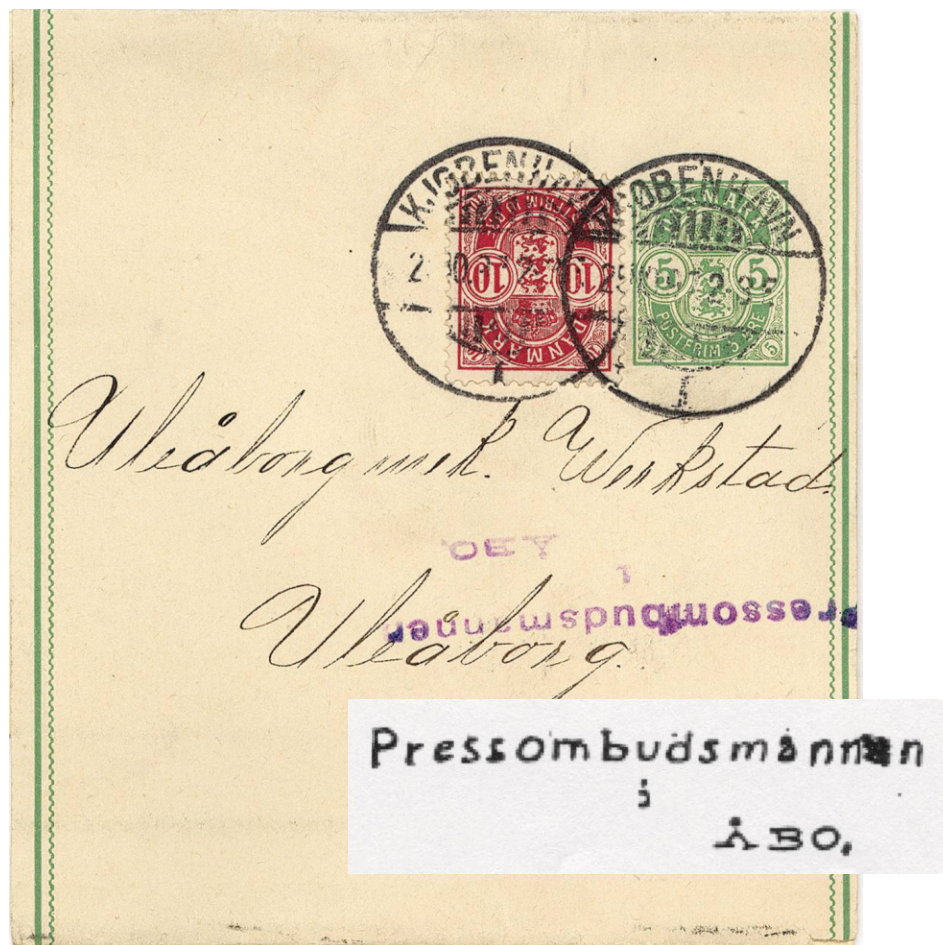
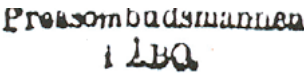
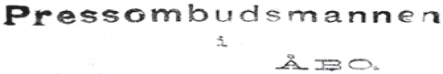
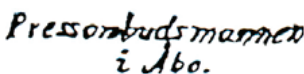
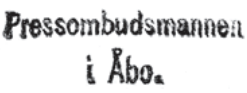




Figure 1. Åbo Type 2, from Copenhagen, March 29, 1903. This extends latest use of this mark by five years and this mark has longest service life of any pressombudsman mark, from November 24, 1894 to March 29, 1903.

There are multiple marks known from only two locations: Åbo and Viborg, including Types 1a and 1b. Apparently, early researchers of this little-known area could not decide if Type 1b was a different mark or simply a smudged Type 1a. My own empirical observations suggest that they are two separate marks. See following chart of marks.

Turku / Åbo	Type 1 Size: 31 x 7 mm Ink: Black Date of Use: 13 August 1894 Censors: R. Rosendahl M. Wegelius J. Reinius	
	Type 2 Size: 55 x 12 mm Inks: Black, red, blue Dates of Use: 24 November 1894 to xx 1898 Censors: H. Lövenmark J. Reinius	
	Type 3 Size: 33 x 6.5 mm Ink: Black Dates of Use: 24 November 1894 to 1898 Censors: H. Lövenmark J. Reinius	
	Type 4 Size: 29 x 10 mm Ink: Violet Dates of Use: 10 February 1902 to 26 August 1903 Censors: H. Lövenmark H. Reinhold A. Lindbohm	
	Type 5 Size: 33 x 6.5 mm Ink: Black Dates of Use: 24 November 1894 to 1898 Censor A. Lindbohm	

Turku / Åbo	Type 6 Size: 49 10 mm Ink: Black Dates of Use: 1895 Censor J. Reinius	
------------------------	--	--

Among the other locations where the pressombudsman inspected foreign literature were the port cities of Helsinki, Pori, Rauma, Raahe, Ekenäs (Tammisaari), Loviisa and Tornio. Inland censor locations included Sortavala, Tampere, Hämeenlinna, Joensuu, Jyväskylä, Mikkeli, Lappeenranta, Kuopio, Heinola and Iisalmi among others.

The pressombudsman occupied the first or outer perimeter of Russia's defense against "subversive" literature, infiltrating Finland and then into Russia and influencing citizens against the state, yet we know from numerous histories and biographies of Lenin and Stalin that they and fellow Bolsheviks and Mensheviks were well schooled in the works of Marx and Engels and other revolutionaries strongly opposed to the autocratic monarchy in Russia.

The fence was porous and a self-evident failure (readily acknowledged by the censors themselves and higher authorities during almost a century of secret censorship) yet, for only a brief period of time, roughly 1893 to 1905, did the public have any direct knowledge that foreign literature was subject to censorship. Subscribers to foreign newspapers only had knowledge of censorship when the newspapers stopped arriving with the mail.

The pressombudsman marks are seen on rather routine mailings of ship schedules, merchant price lists, various general notices, and so forth, but the marks have never been reported on any literature, periodical or other writing that would suggest the mailing represented a threat to the state; no censorship "ban marks" were used. If a printed item was "suspect" it was simply confiscated and turned over to the authorities in Helsinki. Presumably, the intended recipient might then be placed under watch by the authorities.

After the disastrous Russo-Japanese War of 1904-05 and public unrest in Russia and Finland, the Czar agreed to a number of reforms including shutting down the censorship offices in Finland and Russia that inspected foreign printed matter mail. However, according to Jorma Keturi, this was not fully carried out in Finland as the Painotuoteylihallitus simply resumed "black chamber" operations in Helsinki and eleven other cities including Åbo (Turku) and Viborg, until taken over by the Censorship Committee after the declaration of war in July 1914.

All of the pressombudsman marks are scarce. For some localities only a few examples are recorded and, after more than 100 years of discontinuing the marks, pressombudsman marks are unknown from twenty-six locations.



Figure 2. Only one wrapper is known with the Kotka pressombudsman mark, January 10, 1894.

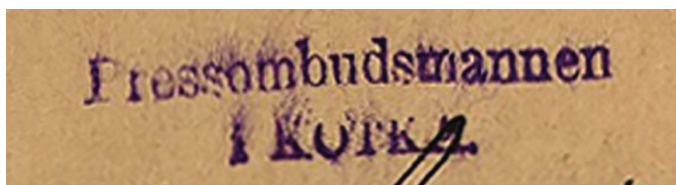
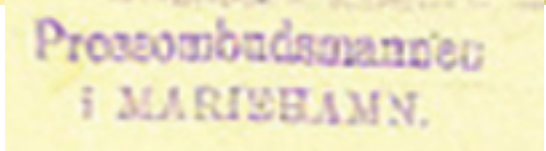


Figure 3. This is the only example of the Mariehamn pressombudsman mark, October 9, 1904



Hangö / Hanko	Type 1 Size: 31 x 7 mm Ink: Violet Date of Use: 9 August 1895 Censors: J. Gilberg	Pressombudsmannen i HANGÖ.
Borgå / Porvoo	Type 1 Size: 33 x 11 mm Ink: Violet Date of Use: 13 August 1903 Censor: O. Smedberg	Pressombudsmannen i Borgå.
Mariehamn / Maarianhami na	Type 1 Size: 31 x 7 mm Ink: Violet Dates of Use: 9 October 1904 to 4 September 1905 Censors: J. Hellstrom, F. Schröder, F Söderlund	Pressombudsmannen i MARIEHAMN.
Mikkeli	Type 1 Size: 31 x 12 mm Ink: Black Date of Use: 10 December 1904 Censors: K. Godenhjelm, I. Hartlin, K. Reponen, A. Puupponen	PAINOASIAMIES MIKKELISSÄ
Nystad / Uusikaupunki	Type 1 Size 31 x 7 mm Ink: Violet Dates of Use: 5 April 1895 Censor: H. Helander	Pressombudsmannen i NYSTAD.
Kotka	Type 1 Size: 50 x 12 mm Ink: Blue Dates of Use: 10 January 1894 Censor J. Streng	Pressombudsmannen i KOTKA.

Viborg / Viipuri	Type 1a Size: 44 x 10 mm Ink: Violet, violet red Date of Use: 9 June 1893 to 3 May 1899 Censors: G. Frankenhauser	PRESSOMBUDSMANNEN I WIBORG.
	Type 1b Size: 44 x 10 mm Inks: Black, red, blue Dates of Use: 13 January 1893 to 5 July 1896 Censors: G. Frankenhauser	PRESSOMBUDSMANNEN I WIBORG.
	Type 2 Size: 42 x 11.5 mm Ink: Red Dates of Use: 5 December 1896 to 11 February 1898 Censors: G. Frankenhauser	PRESSOMBUDSMANNEN I WIBORG.
	Type 3 Size: 36 x 14 mm Ink: Red Dates of Use: 21 March 1891 to 11 February 1898 Censors: G. Frankenhauser, C. Finelius	PRESSOMBUDSMANNEN I WIBORG.
	Type 4 Size 45 x 13 mm Ink: Red Dates of Use: 24 November 1894 to 1898 Censors: G. Frankenhauser, C. Finelius	PRESSOMBUDSMANNEN I WIBORG.
	Type 5 Size: 36 x 13 mm Ink: Red Dates of Use: 30 November 1898 to 24 May 1899 Censor(s) G. Frankenhauser, C. Finelius	RESSOMBUDSMAN I WIBORG.

Uleåborg /	Type 1	Pressombudsmannen I ULEÅBORG.
Torneå /	Type 1	Pressombudsmannen I TORNEÅ



Figure 4. Printed matter envelope from New York to Libau, Russian seaport in present day Latvia, marked and passed by Russian FNMCO (Foreign Newspaper and Magazine Censorship Office) and forwarded to Nystad where it was again inspected. Very rare double censored printed matter mailing.



Figure 5. Three censors were employed at Tornio, yet only one wrapper is known with the pressombudsman mark. From Geneva, Switzerland, via Tornio to Uleåborg, July 17, 1903.

References

Trygg, Lars et al., "Civil censorship of Printed Matter from Abroad," *The Finnish Philatelist*, vol. 9. No. 1, Feb. 2004, 9-11. (From SPK, 2/1977, translated by Carita Parker)

Quinby, R and Fraser, E., "Pressombudsman Update," *The Finnish Philatelist*, vol. 9. No. 4, Nov. 2004, p 20.

Keturi, Jorma, *Kirjesalaisuus Murtui*, (Letter Secrecy Broken, The Secret Inspection of Postal Items and Censoring in Finland 1810 – 1946, translated by Carita Parker) to be published, and correspondence with the author.

Dromberg, D A, "Finnish Printed Matter and Newspaper Censor Marks," *Philatelia Fennica*, No. 4, 1965, (translated by Carita Parker).

Censor Study Group, *The Pressombudsman Marks*, (From SPK, 4/1977, translated by Carita Parker)

GK, *The Mariehamn "Pressombudsman,"* Luppen, 2/1977, translated by Carita Parker.

Skipton, David, "Watchman at the Gates: Censorship of Foreign Printed Matter in Imperial Russia," *Rossica*, Spring 2006, pp 3-33.

Fraser, Ed, *My Notes re: Pressombudsman Censorship in Finland*, unpublished personal reflections on censorship offices for foreign newspapers and magazines.



Figure 6. Leeds, England, to Uleåborg (Oulu), July 7, 1894.

Illustrations

All the cover illustrations are from the collections of the author, David Skipton & Ed Fraser. The Photoshop scans of the pressombudsman marks are from the Lars Trygg article. The illustrations in the Table are from *Kirjesalaisuus Murtui*.

Roger Quimby is a nationally accredited philatelic and literature judge, past president of the Scandinavian Collector's Club and past editor of the award-winning *The Finnish Philatelist*. He has won three international gold medals for his exhibits *Russian Currency Stamps Used in Finland*, and *The Classic Postal Cards of Finland*. His catalogue and reference manual of postal censorship in Finland during WWI was awarded a Large Vermeil at Nordia 2015. He is currently working on a book about Russian stamps used in Finland.

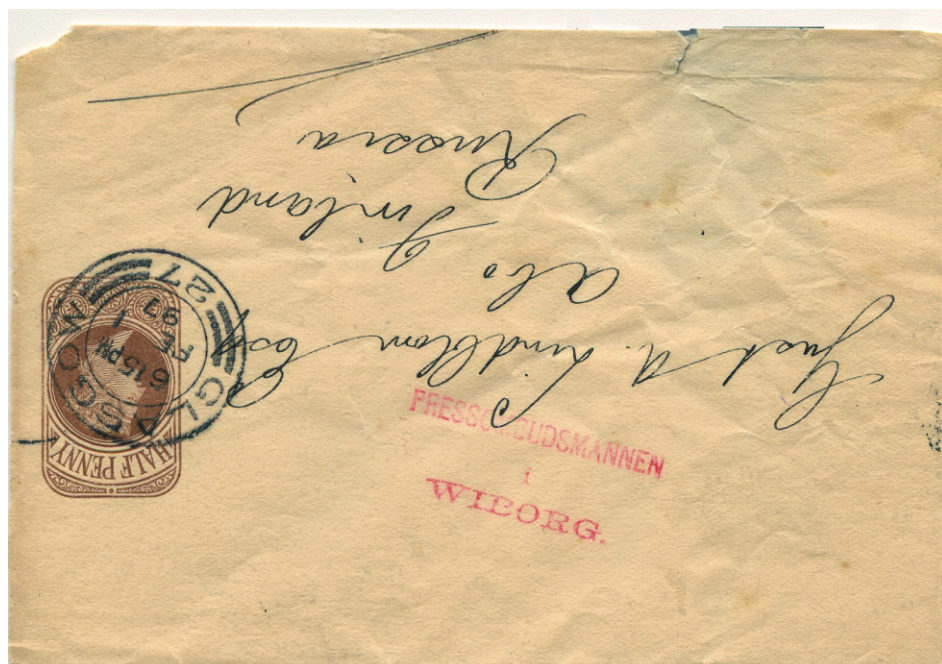


Figure 7. Glasgow, Scotland to Åbo (Turku) via Russia (likely St. Petersburg) and censored at first censor office in Finland, Wiborg, Type 3 mark, February 1, 1897.



Figure 8. This mark appears most similar to Viborg Mark 1, late use, February 29, 1896.

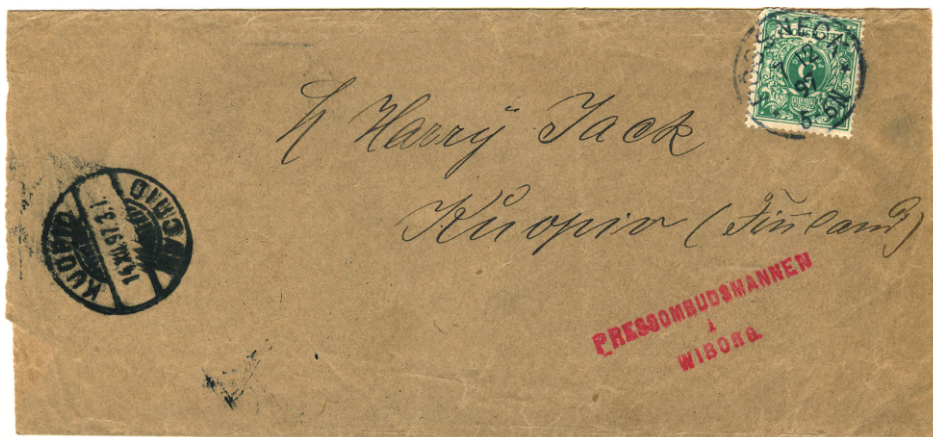


Figure 9. A German wrapper from Rossneck to Kuopio, censored at Wyborg on October 13, 1897.

COVER ILLUSTRATION: Upper lefthand portion of a very large folding map of transportation routes in Germany and surrounding areas, 1858. *Post und Eisenbahn Karte von Deutschland und den Angrenzenden Ländern*. By Burkhard Haymann, engineer. Printed in Dresden by H.M. Gottschalck.



A cover found by the editors in California among pages from a scrapbook where a (probably British) collector kept images that he (or she) liked. The two pence blue that carried this letter to a William Dickinson has been incorporated into a pen sketch implying that **Norwich** (in East Anglia near the far east coast of England) to **Workington** (on the far west coast of England, in Cumberland) was uphill all the way.

Ireland: Rebel on the Run

Rely upon my heart, mind, & soul in this sacred cause

By W. J. Duffney

Francis Morgan, a Dublin solicitor, was on the lam to be certain. He was a political activist involved with the movement to repeal the 1801 Act of Union, which added Ireland to the United Kingdom. After the well-known minor insurrection in Ballingarry, County Tipperary, the authorities were pursuing the leaders and collaborators of the Young Ireland movement, who had perpetrated the skirmish. Several of them had been sentenced to death. A warrant for Morgan's arrest charging him with 'treasonable practices' was in effect.¹

The British Government had placed spies within its Post Office. The Rebels were aware that their mail was being intercepted, opened, and read.² This Morgan letter was posted from Liverpool, but that is not the full story. To avoid detection, it was addressed to a third party with a request to forward it to Bishop Hughes and other American sympathizers, soon to be organized as the Fenian Brotherhood. Philatelists who would normally disregard this otherwise innocuous looking transatlantic letter should note that contents do actually count. A transcript is as follows:

To Messrs. M.T. Beach & Sons

Gentlemen - Might I beg the favor of your forwarding the following letter to the gentlemen to whom it is addressed. If sent direct but to one, it would have been opened or stopped.

The Writer

To Bishop Hughes & the Directors of the Friends of Ireland

Gentlemen -

I take the liberty of addressing you knowing the deep interest you take in everything relating to unfortunate Ireland. Like everyone who has a heart to feel for the sufferings for his fellow creatures, I have been prosecuted by the "base, bloody, and brutal" English Government, and, if I cannot find the means of escape to your glorious Land of Liberty, I shall likely pass a considerable portion of my existence in one of her benign majesty's penal settlements. I have not taken a prominent part in agitation, but I have promised poor Mitchel the aid of one strong arm & stout heart to achieve old Ireland's freedom. I [] can refer to many well-known Catholics who are intimately acquainted with me. Dr Francis Clancy and the Revd Edward Murphy of Cork know me well; so does Richardson the Catholic Bookseller of Derby, London & Dublin, for whom I have translated many works: *Les Douze Vertus*, *Confidences de Ravignan* & *I Doveri d'uomini* (The Twelve Virtues, Confessions of Ravignan, and The Duties of Men or The Obligations of Mankind). But my friends, principally staunch Whigs and Tories, have all turned against me. I am driven out of house & home hunted like a wild beast. And, such is the musing of the position to which my

love of Ireland has reduced me that, if I am not assisted in a few weeks, I *must* surrender. Two other friends are in a similar situation. I am well acquainted with [] (I was in Paris my Lord when you were approached at Saint-Philippe-du-Roule) and, if I could only escape to the coast of France until better times give better opportunity — the day of vengeance *will* come & soon. I would keep my eye on passing events and, if you thought it fit to charge me with a mission, I would fling myself into the South of Ireland and rouse the people to action. All Ireland wants is arms, money & a few good experienced leaders. The people are ripe for rebellion; so are three fourths of the laboring population in England & if they only had a *transit d'affaires*, such as the capture & holding of a town would afford, they would rise *en masse*. I think I am not deficient in personal courage & I know a little of warfare, but I am sadly off in the commissariat department. If I had the means, which I believe you could afford, I should wish to arrange with the other Rebels in France to purchase one or two small vessels at Toulon or Marseilles & enlist recruits from Sicily this would be winked at. Once at our destination would be the north west coast of Ireland where the British force is weak. Sligo, Galway & other places [] might be taken by a *coup de main* a useful diversion made.

Rely upon my heart mind & soul in this sacred cause and act as your own [] and [] judgments direct. I go by the name of Mister & Mrs. Francis Holroyd (HOLROYD). Direct any communications in that name Post Office Liverpool, “*till called for*” — and let it be well sealed. Substitute, if you choose, the figuring 1 2 3 etc. for A, E, I, O, U, H, P, W, Y - G) and I will do the same in my next.

Please also direct a second letter to Miss Dovell in different handwriting, same address. I can trust this young lady with my life & if there be treachery in the Post Office, this will detect it.

I am my Lord and Citizens [] wish in the noble cause not yet [] of Ireland's Independence.

Francis Morgan, F.Thurston³

I joined the Association as member on the 15th July 1844 & sent two copies of my “Lacon of Liberty” to the [] some of you will remember the circumstances — *Erin go Bragh!* —

[Vertical writing on the left side]

Just on the eve of posting a letter has come to me with the seal broken. A [] may fare better. Please direct F.W. Holroyd & Co

[Vertical writing on the right side]

Myself or Miss Dovell will [] anything sent within six weeks []

Reviewing the historical background, gleaned mainly from contemporaneous newspaper articles, helps us understand the immediate context in which this folded letter was written.

To Messrs M. J. Beach & Sons
 Gent^l - Might I beg the favour of your
 forwarding the following letter to the
 Gentleman to whom it is addressed
 if sent direct late to one it would
 have been opened or stopped *the Post*

To Bishop Hughes & the Directors of the
 Friends of Ireland -
 Gentlemen - I take the liberty of ad-
 dressing you knowing the deep interest
 you take in everything relating to un-
 fortunate Ireland - Letting everyone who has
 a heart to feel for the sufferings of his
 fellow creatures I have been persecuted by
 the "dark bloody and brutal" English
 Government; and if I cannot find the
 means of escape to some glorious land
 of liberty I shall likely pass a con-
 siderable portion of my existence in one
 of her heinous Majesty's penal settlements -
 I have not taken a prominent part in
 agitation but I promised poor Mitchell
 the aid of one strong arm & stout heart
 to achieve old Ireland's freedom - I can-
 not claim to many well known
 Catholics who are intimately acquainted with
 me. Dr Francis Clancy and the Rev Edward
 Murphy of Cork know me well so does
 Richardson the Catholic Bookseller of Derby
 London & Dublin for whom I have trans-
 lated many works "Les Douze Portes"
 "Confessions de Cassegran" "Le Domicile d'Homme"
 &c My friends principally staunch Whigs
 & Tories have all turned against me
 I am driven out of house & home
 hunted like a wild beast, and

Figure 1. Sample page from the September 23, 1848, letter written by Francis Morgan (and co-signed by an unknown F. Thurston) to the American Fenians.

'The Liberator' Daniel O'Connell led the Repeal Association, famously drawing crowds of 100,000+ people at his "Monster Meetings." When his health and leadership began to wane in the mid 1840s, exacerbated by his imprisonment, a faction called Young Ireland, formed by prominent intellectual Dublin citizens, broke away from the Association.⁴ Francis Morgan aligned himself with one of the militant leaders of Young

Ireland, John Mitchel, mentioned in the letter at hand. You might say that Morgan was a “Mitchel Lieutenant.”

Francis Morgan took an important role in the build-up to the planned O’Connell Repeal Meeting at Clontarf of October 8, 1843. Scores of Repealers from across Ireland, Manchester, and Liverpool gathered in Dublin for the Monster Meeting. As they were among the local hosts, Charles Gavan Duffy and Francis Morgan were in charge of organizing a truly massive Repeal Dinner which was held at Dublin’s Rotundo.⁵ The Liberator himself was the main attraction.

In Morgan’s mind, and others, the object of the meeting was to train supporters for military actions. On his own volition he wrote, printed, and posted a “military program” handbill around Dublin which appeared in the newspapers. Morgan called for people planning to attend the meeting on horseback to muster themselves into a “Repeal Cavalry” led by officers at Conquer Hill.⁶ Prime Minister Sir Robert Peel called the scheduled meeting, “an attempt to overthrow the constitution of the British Empire as by law established.”⁷ More ominously, two warships carrying an estimated 3,000 British troops anchored in Dublin. A rumor circulated that Morgan had, “in his private study a military plan of Dublin, with the stations of himself and others, as leaders, marked thereon.”⁸ His handbills and advertisements were weakly and wrongly used as a pretext for the government to ban the meeting.⁹ Circumstances had become too hot for the non-violent O’Connell; the Liberator was persuaded to call off the Monster Meeting the night before it was to occur. Though short on notice, it worked; no incidents are recorded. Still, this non-event made Morgan a marked man, as far as the government was concerned. Fellow patriot and eyewitness Duffy wrote that Morgan for his part stood up publicly, not appreciating the implication, and, “gallantly declared that the advertisements had been his sole work,” at a Repeal Meeting on October 11th.¹⁰ All of this was taking place just two years before the devastating potato blight would begin to turn Ireland’s normally verdant fields to putrid black, and the Great Irish Famine, *An Ghorta Mhóir*, would rage across the land.

Conflicting opinions on strategy caused discord to grow within the Repeal Association until in early January of 1847 the Young Islander wing, John Mitchel among its leaders, established the Irish Confederation. They modeled themselves after the successful revolutionary activity which was taking place in France. Francis Morgan was chosen as law agent for the new corporation.¹¹ The Confederation has been properly described by historian T.W.Moody as, “the official organization of Young Ireland.”¹²

John Mitchel’s writings as editor of *The United Irishman*, *The Nation*, and his own *United Irishman*, along with his political activity, prompted the British Government to arrest him on the 26th of May 1848 for sedition and the newly enacted charge of ‘treason-felony.’ He had written about “the Holy War to sweep this Island clear of the English name and nation,” called for people to withhold rents and poor taxes, a strategy that we now call ‘boycotting,’ and the obstruction of the exporting of food from the country. He also accused the British Government of purposely mismanaging relief efforts during the Great Famine. Mitchel was convicted of treason and was at first sentenced to be

hanged, but the sentence was later reduced to transportation “beyond the seas for the term of fourteen years.” Ironically, Mitchel was first transported to the aptly named Ireland Island, Bermuda, before eventually being sent to Tasmania.¹³

Immediately after the sentence was pronounced we find Francis Morgan listed as a member of a Dublin committee collecting donations for the benefit of the wife and now fatherless Mitchel family. The public announcement in *The Irish Felon* read, “Convicted of felony for the brave assertion of his convictions respecting the true interests of his native country.” The group of seven leading citizens had collected a total of £1,263 from Ireland and England by the 30th of June.¹⁴

The popularity of the newly transported patriot precipitated the marketing of trinkets throughout Dublin City, including lithograph portraits, shirt studs with his likeness, and ‘Mitchel Wafers’ - sheets of 100 gold finished adhesive labels.¹⁵

The Irish Confederation developed ‘repealer clubs’ with the view of strengthening their political influence countrywide. In one month the number of clubs just around Dublin increased from 26 to 52.¹⁶ Francis Morgan was unanimously elected president of a 200-member club, which began meeting on June 30, 1848.¹⁷ Many of the repealer clubs were named in honor of a leader of the movement, thereby indicating the group’s philosophy. The Morgan-led organization chose to be called *The Bermuda Club*, clearly referring to Mitchel and his fate. Government spies were sent in to attend and covertly observe repealer club meetings.¹⁸ ‘Mitchel clubs’ were worthy of attention because they were considered militant as he was.

As previously mentioned, the Young Irelanders perpetrated one rather feeble insurrection, lead by William Smith O’Brien, at Ballingarry, County Tipperary, on July 29, 1848, often derisively referred to as the “Battle of Widow McCormack’s Cabbage Patch.” After just a few hours standoff the rebels acquiesced to failure.¹⁹ The British Government pursued and captured the leaders involved, accusing them of insurrection. Once having been apprehended, the men were sentenced to be “hanged, drawn, and quartered” under the new *ex post facto* Treason Felony Act of 1848, as had Mitchel. Eventually, bowing to public pressure, their death sentences were commuted to transportation to Van Diemen’s Land (Tasmania). The illustrious lives that these men afterward led is a study unto itself.

By mid July Francis Morgan became involved with the formation of The Irish League as a founding leader. It was an attempt to bring all sides of the repeal movement together into a stronger by numbers organization. At the first organizational meeting held on July 14, 1848, Morgan delivered a well-received major speech, which was printed the next day in its entirety by *The Irish Felon*.²⁰

The British Government, not content with prosecuting the handful of Ballingarry Rebels, suspended *habeas corpus*. In a Dublin Castle arrest warrant dated July 28th, the name of Francis Morgan appears with other “leading clubists and writers of treason” that had absconded - all Young Islanders it is assumed.²¹ “Francis Morgan, solicitor, 43 years of age, 5 feet 8 inches in height, very dark hair, dark eyes, sallow, broad face,

nose a little cocked, the upper lip turns out when speaking, rather stout, smart gait, black whiskers,” was the publicized description.²²

The English publication *The Newspaper* reported that Francis Morgan was arrested at Howth in its Saturday, August 5, 1848, issue. This may not actually be the case, or he escaped, based on the fact that we have the above September 23rd frenzied letter begging for assistance from America, suggesting that he was incognito among the large Famine Irish population of Liverpool. It is unknown whether Morgan actually received any American aid. Morgan must have felt that the police were getting close because he did not simply ruminate about his situation while waiting to receive an answer from New York, but chose to quickly move on to safer environs.

An unidentified informant reported that he actually met Francis Morgan in Paris living among a coterie of Irish political refugees.²³ The report appeared in the September 14th issue of *The Freeman's Journal*, which was ten days before the his letter was posted from Liverpool. Since transatlantic mail was routinely postmarked with the date of departure, two possibilities come to mind which might explain this situation: 1) the letter was left at the post office long before the *RMS Cambria* sailed, which is unlikely considering Morgan's concern for anonymity; or, 2) to avoid discovery the letter was left to be posted later by an ally after Morgan had left town, a wily move on his part. Paris was a good place for Morgan to ensconce himself. He was, after all, fluent in French and among the *crème de la crème* of Irish intellectuals. The French and Irish revolutionaries had a like-minded philosophical bond, so supported each other, at least in that way.

The British Government had a dramatic change of heart, restoring *habeas corpus* and granting amnesty to the Irish political refugees living in Paris.²⁴ This cleared the way for Francis Morgan to return home to Dublin after spending a full year in France. *The Times* critically noted, however, “No amnesty has been either sought for or extended to that gentleman, and he is now residing in Dublin, at liberty to follow his professional avocations.”²⁵ Another Unionist newspaper *The Dublin Evening Mail* used the Latin subheading *Dux Redux* (Leader Returned), and *Abiit, excessit, evasit, erupit* (He has left, absconded, escaped and disappeared), when reporting on Morgan's return.²⁶

The Republican Dublin *Freeman's Journal* was much more welcoming, “We are happy to be able to congratulate the relatives and friends of Mr. Francis Morgan on his safe return to his native land. Mr. Morgan was one of the gentlemen whom our present wise rulers thought it expedient to hunt down and drive from amongst his fellow-citizens as one ‘dangerous’ to the success of the Castle policy... he had done nothing to bring a blush to the cheek of an honest man.”²⁷ Francis Morgan still possessed considerable political clout within his hometown. He soon regained his former position of law agent for the Dublin City Corporation, which he held and freely practiced law until his death at 73 years on March 15, 1879.²⁸

Morgan quietly continued with his rebel pursuits and encouraged the newer wave of activists. He may not have been as public with his support as he had been previously, however, we find that he became a member of the Home Rule League after some negli-

gible opposition. Morgan's name was put forth as a prospective member during a meeting led by Charles Stewart Parnell. Shouts of "hear, hear" resounded when Morgan was called, "... one of the oldest and most respected friends of the National cause in the city of Dublin."²⁹

One is left to wonder what would have happened to the life of Francis Morgan if the clandestine post office agents of the day had intercepted this letter.

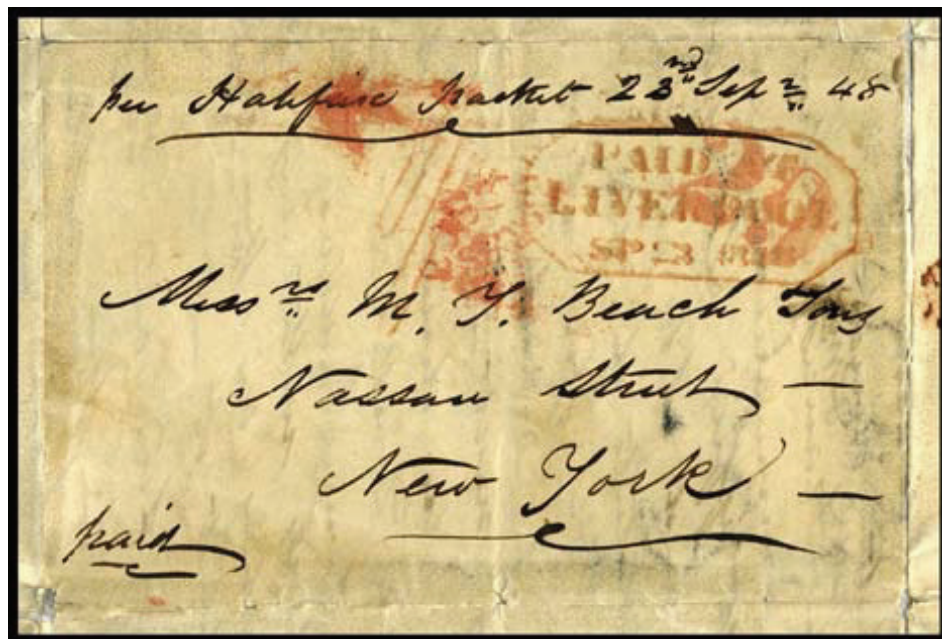


Figure 2. Letter endorsed 'per Halifax Packet 23rd Sept 48.' Prepayment red 1/ and PAID AT/ LIVERPOOL/SEP23 1848 truncated box handstamps applied. September 23, 1848 — The Cambria departs Liverpool. October 6, 1848 — The Cambria arrives in Boston; '29' (B.556) Retaliatory Rate and indistinct BOSTON/SHIP/OCT/6/MS (B.546) struck. Rates: by Act of 1845, 5¢ for a single letter under 300 miles, plus 24¢ Retaliatory charge = 29¢ due.

Endnotes

¹ Dublin Castle, July 28. *The Times* (London), July 31, 1848, p. 8.

² Christine Kinealy, *The Great Irish Famine: Impact, Ideology and Rebellion*. Palgrave Macmillan, 2001, p. 206.

³ F. Thurston, the co-signer of the letter, is unknown.

⁴ Anthony Lynott, *Daniel O'Connell — The Life and Times of The Liberator 1775 — 1847*. Accessed September 7, 2017. <http://www.ireland-information.com>

⁵ The Repeal Dinner. *The Freeman's Journal* (Dublin), October 9, 1843, p. 2.

⁶ Repeal Demonstration at Clontarf. *The Morning Chronicle* (Dublin), October 4, 1843, p. 3.

⁷ Patrick M. Geoghegan, *Liberator: The Life and Death of Daniel O'Connell, 1830-1847*. Gill & Macmillan, 2010.

⁸ Seizure of the Irish League Papers — Arrest of the Secretary. *The Police Gazette or Hue-and-Cry* (Dublin), July 29, 1848, Reprinted *The London Daily News*, July 31, 1848, p. 3.

⁹ Ann Andrews, *Newspapers and Newsmakers: The Dublin Nationalist Press in the Mid-Nineteenth Century*. Liverpool University Press, 2014, p. 43.

¹⁰ Sir Charles Gavan Duffy, *Young Ireland: A Fragment of Irish History, 1840-1845*. M. H. Gill & Son, Dublin, 1884, p. 133.

¹¹ Francis Morgan chaired the meeting of the Irish Confederation on an evening that Thomas Meagher was arrested; The Irish Confederation. *The Morning Chronicle*, June 8, 1848.

¹² D.J. Hickey, & J.E. Doherty, *A Dictionary of Irish History*. Dublin: Gill & Macmillan, 1980, pp. 242-3.

¹³ Alfred Webb, *A Compendium of Irish Biography: Comprising Sketches of Distinguished Irishmen, and of Eminent Persons Connected With Ireland by Office or by Their Writings*. Forgotten Books, 2017, pp. 340-342.

¹⁴ A Tribute From Ireland to the Bereaved wife and Family of John Mitchel. *The Irish Felon* (Dublin), July 8, 1848, p. 8.

¹⁵ Repeal Victorious. *The Irish Felon* (Dublin), June 24, 1848, p. 1.

¹⁶ Christine Kinealy, *Repeal and Revolution: 1848 in Ireland*. Manchester University Press, 2009, p. 187.

¹⁷ The Clubs. *The Irish Felon* (Dublin), July 1, 1848, p. 4.

¹⁸ Christine Kinealy, *Repeal and Revolution*, p. 187.

¹⁹ Ryle Dwyer, "The Cabbage Plot Rebels." Review of: *Young Ireland Rebellion and Limerick* by Laurence Fenton, Mercer Press, 2006. *The Irish Examiner*, August 21, 2010.

²⁰ Meeting for the Formation of the Irish League. *The Irish Felon* (Dublin), July 15, 1848, p. 12.

²¹ Dublin Castle July 28, 1848. *The Guardian* (London), August 2, 1848, p. 7.

²² The Rebel Leaders. *The Sydney Herald* (NSW, Au), November 15, 1848, p. 2.

²³ Irish Refugees in Paris. *The Freeman's Journal* (Dublin), September 14, 1848, p. 3.

²⁴ The Political Exiles. *The Times* (London), September 18, 1849, p. 5.

²⁵ The Political Exiles. *The Times* (London), September 24, 1849, p. 3.

²⁶ An Affair of Honor. *Dublin Evening Mail*, October 3, 1849, Reprinted *The Standard* (London), October 5, 1849, p. 1.

²⁷ Dux Redux. *Dublin Evening Mail*, October 3, 1849, Reprinted *The Freeman's Journal* (Dublin), October 4, 1849, p. 4.

²⁸ Deaths. *The Irish Law Times*, March 22, 1879, p. 166.

²⁹ Home Rule League. *The Freeman's Journal* (Dublin), April 24, 1876, p. 2.

Bill Duffney, a retired musician, educator, and postal historian, is a member of the philatelic generation that can trace its roots back to FIPEX 1956. Through the years he has been active in several Connecticut based stamp clubs, and served as the editor of the Connecticut Postal History Society Journal. Presently, he is the webkeep of ctpostalhistory.com which features ongoing censuses of Connecticut material. His main areas of interest include fancy cancels, postal history of CT, and the postal history of the Great Irish Famine, an Gorta Mór.

Support our Journal advertisers!

& consider running a small ad: single insertion 2.5 x 2" just \$20.

promote an author; honor a collector; support the hobby.

Full page advertisement, 3 insertions \$400. Half page, 3 insertions \$250.

The Southern Pacific and Utah & Northern Railroads Terminus Mail Car Markings

By Hugh Feldman

Southern Pacific Railroad Terminus Car

The Southern Pacific Railroad, who had absorbed the Central Pacific Railroad in 1870, had completed their railroad between San Francisco and Yuma, Arizona via Los Angeles in May 1877 and in August had the mail contract for Route 46014 extended 434¾ miles from Calinet, California to Yuma with a bridge built to span the Colorado River at Yuma. The company had already made plans to continue the route eastward from Yuma to Tucson under their President, Charles Crocker, who as one of the “Big Four” had completed the Central Pacific Railroad in May 1869 between San Francisco and Promontory Point, Utah to link up with the Union Pacific running west out of Omaha, Nevada.

The more southerly route via Yuma was eventually to connect through to the eastern seaboard at Newport News in Virginia. The port chosen for the delivery of construction material for the railroad was Yuma, located some 60 miles from the mouth of the Colorado River on the Gulf of California. The “I” section rails, rail ties and spikes as well as all other line furniture were shipped by rail car from the east coast to San Francisco and then by steamship the 2200 miles to Yuma where a freight broker arranged for transfer to the construction train. The freight broker employed the services of David Neahr who was already established in both San Francisco and Yuma as a general merchant and also acted for the bankers and merchants, Messrs L.M. Jacob & Company of Tucson.

Construction commenced in late 1878 and the route surveyed took the track over mainly desert terrain with a very shallow gradient starting at some 600 feet at Yuma rising over the 248 mile route to about 1,500 feet at Tucson. This made for a fast construction rate which resulted in the rail head reaching Tucson by March 1880. The first scheduled train between Yuma and Tucson arrived in Tucson on March 20th 1880.

During the course of construction supply trains took materials from Yuma to the advancing rail head on a daily schedule. It is apparent from the four postal cards bearing “TERMINUS ARIZONA” CDS marks illustrated in this article, that David Neahr travelled with the construction train. He may well have also acted as the Post Office agent as the route was not an official contracted Star Route until the full route had been completed.

The four postal cards illustrated in Figures 1 – 8 are all addressed to L. M. Jacobs & Co at Tucson, Arizona Territory. The brothers Lionel Mark and Barron Jacobs were born in Stockport, Lancashire, England in 1843 and 1846 respectively to Mark Israel and Hannah Soloman Jacobs. They, with three other siblings, emigrated to San Diego in 1851 later moving to San Bernardino. Mark Jacobs set up in San Francisco as a general

merchant in 1868 having, the previous year, sent his sons with a wagon of goods to Tucson to set up as a general store in that frontier town.

Their business flourished to the extent that they founded the Bank of Pima in 1871 having previously been appointed by the Southern Pacific Railroad to provide banking services during the construction of the Yuma to Tucson railroad.

The dates of the four postal cards would appear to correspond to the location of the rail head as construction advanced from Yuma. The first (Figures 1 & 2) was transferred from the mail car at Gila Bend to a 4 horse mail coach for the balance of the journey to Tucson. The second location at which a circular date stamp “TERMINUS ARIZ. MAY / 8 / 5 P.M.” was struck was at Casa Grande, dated 4th July and 15th October respectively, this being 183 miles east of Yuma and 65 miles west of Tucson.

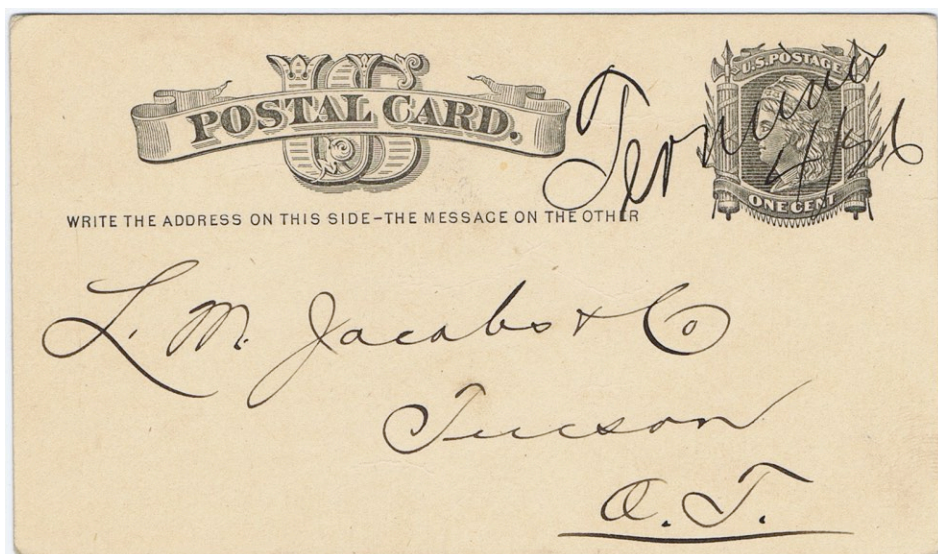


Figure 1. Postal Card dated “Gila Bend 4 / 25. 79” with manuscript endorsement “Terminus 4 / 26”.

Figure 2. Content of Figure 1. Reads “Gentlemen your check for \$1000⁰⁰ duly recd & placed at your Cr. All your goods here to forward today”

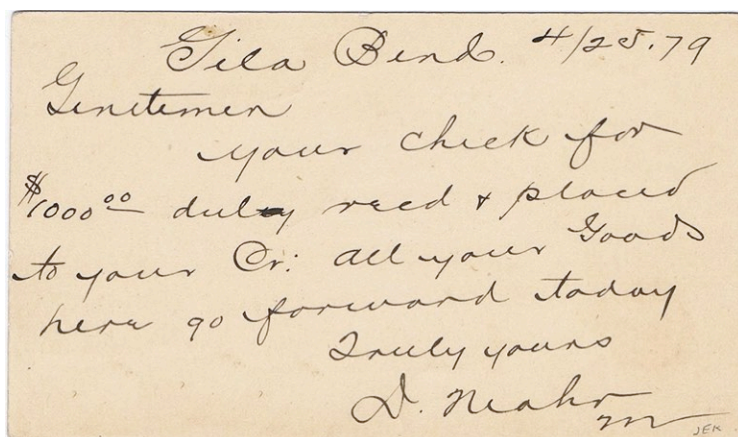


Figure 3. Postal Card dated “Maricopa A.T. 5/8. 79” and struck with the TERMINUS ARIZ. CDS (Towle 963-S-1) but unlike Towles discovery copy includes the time of day.

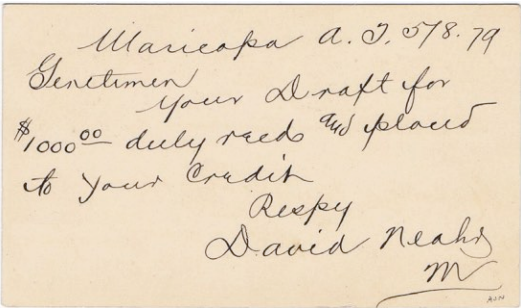
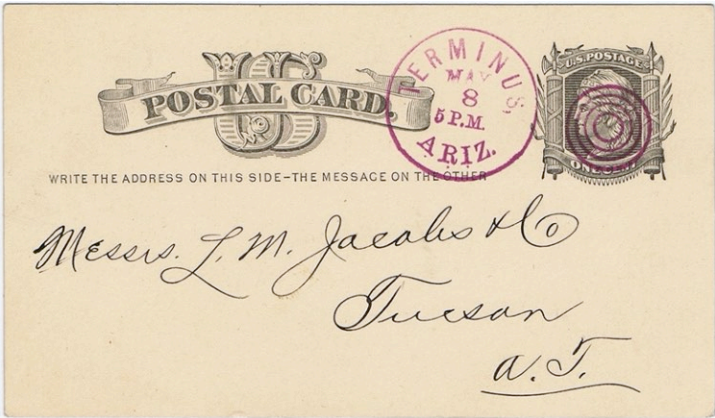


Figure 4. Content of Figure 3. Reads “Gentleman your draft of \$1000⁰⁰ duly recd and placed to your credit”.

Figure 5 Postal Card dated “Casa Grande 7/4. 79” and received the TERMINUS CDS of that day for 7 A.M.

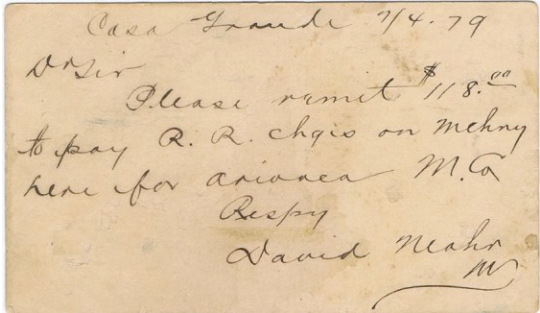
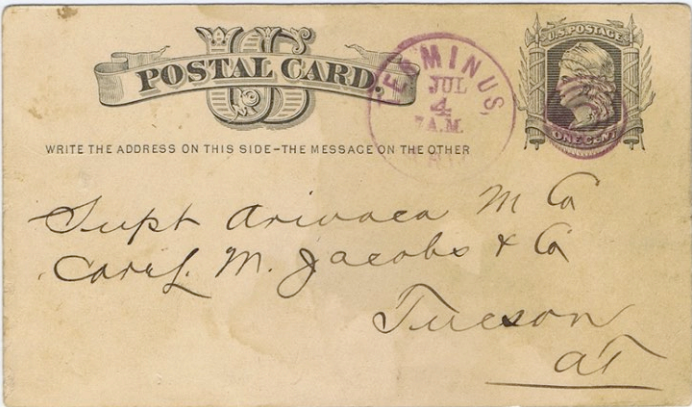


Figure 6. Content of Figure 5. Reads “Please remit \$118.00 to pay R.R. ch(ar)gs on M(a)ch(i)n(er)y here for Arivaea M(chinary) Co.”

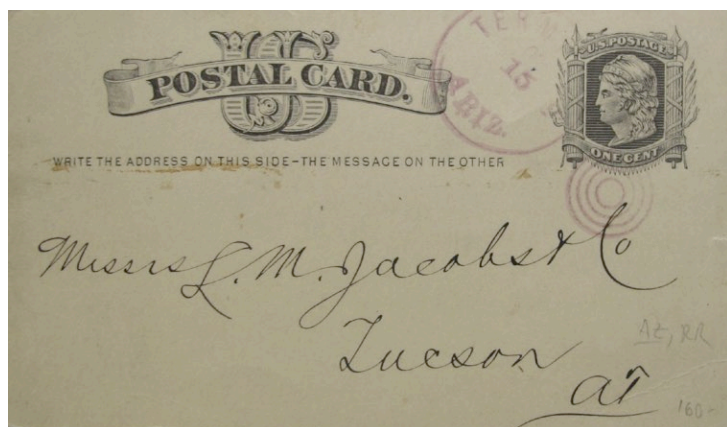


Figure 7. Postal Card dated “Casa Grande 10/15. 79” to receive the TERMINUS CDS of that day but lacking the time of day.

Figure 8. Content of Figure 7. Reads “Gentleman, there arrived for you yesterday pm 5200 lbs goods charges \$110.⁰⁰. Please remit.”

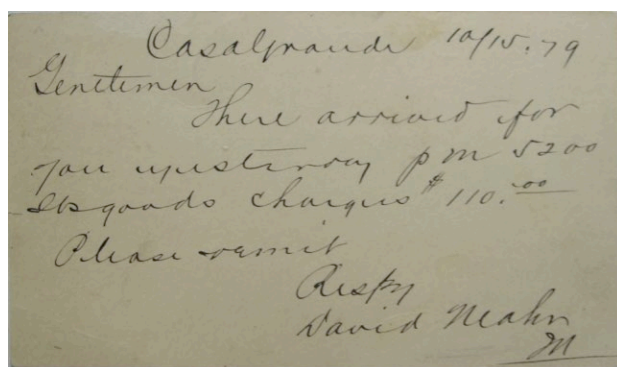


Figure 9. Map of the course of the Southern Pacific Railroad and the locations of Gila Bend, Maricopa and Casa Grande (map of 1887 by Cram. George Franklin, New York).

Although the railroad continued eastward from Tucson, the Postmaster General’s annual reports do not list any contracts for the carriage of the mails on the 248 mile route in any of the years between 1880 and 1888. Charles Towle in his “U.S. Route and Station Agent Postmarks” published in 1986 has no listing for a Route Agents date stamp used on the route.

Utah & Northern Railroad Terminus Car

The original narrow gauge (3 foot) railroad was founded in 1871 by John Willard Young, the son of the founder of the Mormon movement, Brigham Young. The road was intended to open up the fertile Cache Valley running north from Ogden and by 1878 had reached Franklin, Montana. In that year the company suffered foreclosure and was purchased by the railroad baron Jay Gould and other directors of the Union Pacific Railroad. Title to the road was then purchased by the Union Pacific Railroad in 1879.

The track was converted to Standard Gauge and construction continued north to reach the copper mine region at Butte, Montana by 1881. During the construction phase of the 330 mile section of track between Pocatello, Idaho and Butte a mail car was attached to the construction train mirroring the practice adopted on the Southern Pacific Railroad. These trains ran north from Ogden, Utah to the rail head and mails carried on the car received CDS marks worded "TERMINUS MONTANA" or "TERMINUS IDAHO".

This author has two examples (Figures 10 to 14) bearing examples of the former marks. The use of the mail car for the carriage of letters and cards northward to Helena seems to have been a regular practice as two commercial businesses had Postal Cards pre-printed with their names and origin as "Terminus Utah Northern R.R. Montana" and "Terminus U. & N.R'y, Montana" used in August and June 1880 respectively. Both cards were addressed to the then rail head town of Helena.

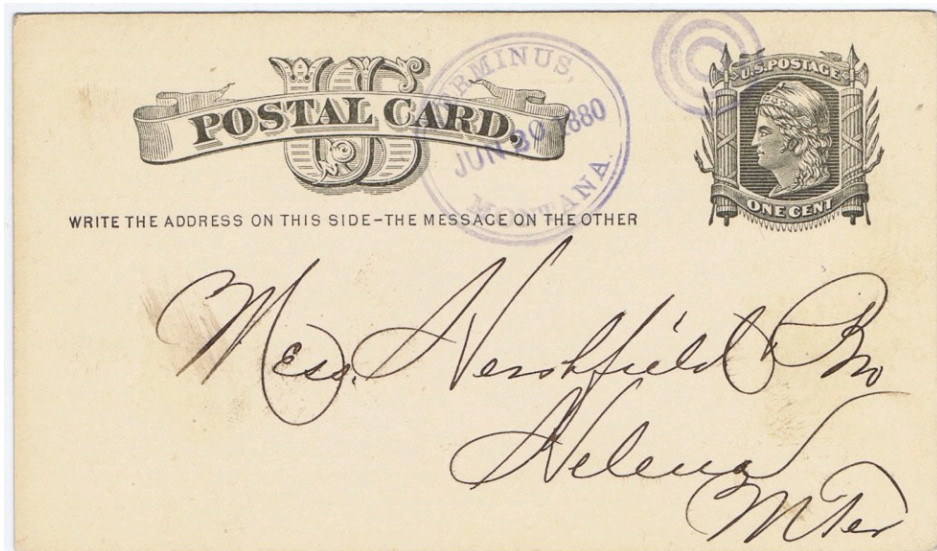


Figure 10. Postal Card pre-printed "B. F. White Commission Merchant, Terminus U. & N. R'y, Montana June 19 1880" and addressed to Mess. Neshfield Bro. Helena, M.Ter.

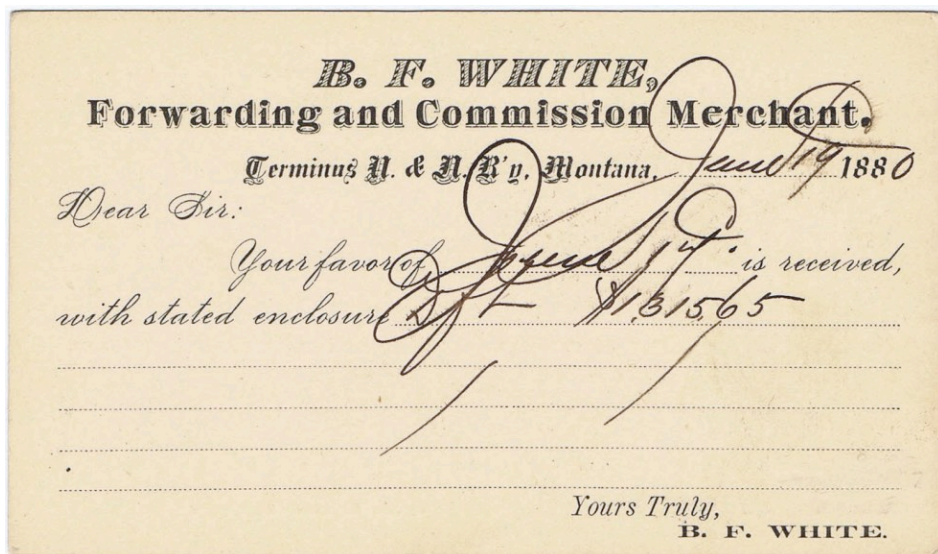


Figure 11. Content of Figure 10 reading “Dear Sir, your favor of June 17 is received with stated enclosure Dft \$1,315.65”

Figure 12. Postal Card pre-printed “Banking House of Sebree, Ferris & Holt. Terminus Utah Northern R.R. Montana, Aug 21 1880” and addressed to E (Elling) W. Knight Esq., Helena Mont.

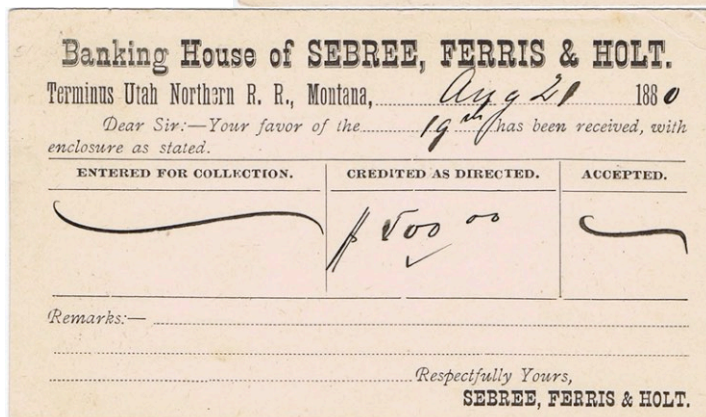
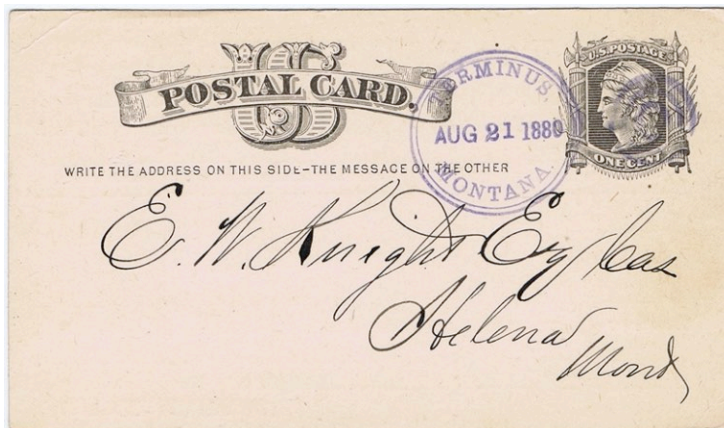
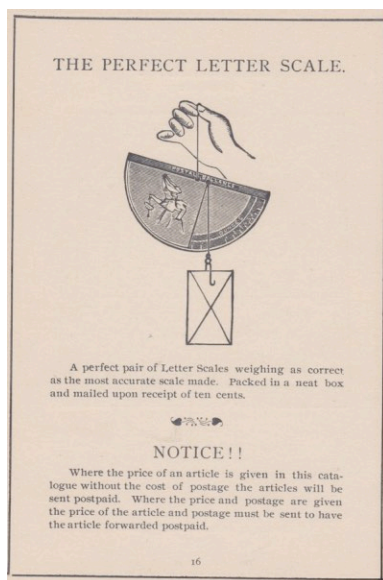


Figure 13. Content of Figure 12 reading “Dear Sir, your favor of the 19th has been received, with enclosure as stated. Credit as Directed \$500.00”



Figure 14. The course of the Utah & Northern Railroad between Pocatello and Helena from a map by Rand McNally of 1882.

Hugh V. Feldman's most recent book, which won the Grand Award for literature at StampShow in Columbus in August, was reviewed in *PHJ* 169. This article in large part comes from that extraordinary work: *U.S. Contract Mail Routes by Railroad (1832-1875)*, and originally appeared in the *Postal History Journal* (UK) March 2018, Number 365. Hugh has been a philatelic collector, as a child collecting printing errors, moving on to classic British stamps of the Victorian era, but turning in the 1990s to postal history. His award-winning books include the 1998 *Letter Receivers of London*, and the 2008 *U.S. Contract Mail Routes by Water (Star Routes 1824-1875)*.



1897 letter scale for 10 cents, “packed in a neat box” as a Christmas gift. From a Chaffee & Selchow mail order catalogue, New York City.

“Gathering news around the Throne”

The Postal System’s Role in the Formation of Territory, Markets, & Statehood in 19th century Brazil

By Pérola Maria Goldfeder Borges de Castro

Introduction

Postal systems are administratively coordinated communication networks whose existence dates back at least 4,000 years. According to historian Richard John, they can be classified into three categories: *imperial*, *corporate*, and *national*.¹ Brazil’s postal system is a *national* one – since its appearance is related to the processes of capitalist expansion and formation of modern states between the 17th and the 19th centuries.

In England, 1660 marked the moment when postal services ceased to be a private enterprise and become a public monopoly. With the establishment of the General Letter Office, London was connected to major cities such as Bristol, Dover, Edinburgh, Holyhead, Norwich and Plymouth. According to historian Derek Gregory, the introduction of stagecoach service in 1784 and the adoption of uniform low postage rates in 1840 were innovations that increased the efficiency of the British postal service, making it more accessible and able to overcome distance.²

The centralization of postal services in France began in 1793 with the creation of the National Post Office. For historian Benoît Oger, this fact enshrined the option of the French government for the direct management of this service, justified by a double imperative: interest of the government in control of information (before, during and after the Revolution) and search for new revenue sources for the Treasury.³

The American Postal Act of 1792 established the institutional design of the postal system in the United States. Its provisions were based on the republican belief that the postal system played a prominent role in political life by disseminating news, customs and opinions. It contributed to the realization of the ideal of “informed citizenry” so dear to the American founding fathers.

Where did the Brazilian postal system fit in this context? It is worth remembering that, at the time, Brazil was an extensive Portuguese domain composed of sixteen captaincies (Capitanias do Brasil: administrative divisions and hereditary fiefs). Communication among them was precarious, both by land and sea. In 1808, just after the arrival of the Portuguese Royal Family, D. João the Sixth created the *Administração Geral dos Correios da Corte* (Court’s General Postal Administration), increasing post office staff and improving communications in the hinterland. This measure should be seen as part of the territorial integration policy pursued by this monarch, who sought to connect Brazilian captaincies with the new Court based in Rio de Janeiro.

After Brazil became a sovereign nation in 1822, the Court’s General Postal Administration continued to exist, since Rio de Janeiro was not only the national capital but also the major port of South America at the time. The information in Table 1 was transcribed from a post office publication by Robert Walsh, a British Presbyterian priest who

traveled through Brazil between 1828 and 1829, and gives an idea of how Brazilian traders were connected with the rest of the world, especially with Portuguese coastal cities and African countries involved in the slave trade.

Table 1 – Number of letters arrived from abroad to Rio de Janeiro (c. 1829)

Location of Origin	Number of Letters
England and France	167
Lisbon	5,860
Porto	1,166
Asia	55
Bengal	106
Angola	834
Mozambique	153
Fayal	100
Monte Video	133

Source: WALSH, Rev. Robert. *Notices of Brazil in 1828 and 1829*. 2v. London: Frederick Westley and A. H. Davis, 1830.

On March 5, 1829, the first Brazilian emperor, D. Pedro de Alcântara, created the *Diretoria Geral dos Correios* (General Post Office) in order to supervise the improvement of postal communication all over the country.⁴ For this, he put the *Diretor Geral dos Correios* (Postmaster General) in charge of “*monitoring, promoting and directing the General Administration of all the Post Office; and proposing to the Government by means of the Ministry of the Imperial Affairs all means that might prove suitable for improving the aforementioned management.*”⁵ It was also established that each provincial capital would have a postal officer who would serve as both the bookkeeper and the department head. Moreover, the Brazilian government decided that every city and town would have a postal clerk and that the municipal councils would be responsible for the provision of material and human resources for the local post offices.

Brazilian postal service underwent many institutional reforms throughout the 19th century. In March 1842, the government fixed a uniform postage of 60 réis ⁶ for letters which did not exceed 4 ounces. The pre-payment was identified by postage stamps, which had been issued and offered for purchase in 1843. It is worth emphasizing that Brazil was the second country in the world to adopt uniform postage, preceded only by England whose postal reform took place in 1840.

In 1861, the General Post Office became part of the *Secretaria de Estado dos Negócios da Agricultura, Comércio e Obras Públicas* (Ministry for the Business of Agriculture, Commerce and Public Works), a branch whose creation was related to the modernization policy pursued by the Brazilian government during the second half of the 19th century. The last monarchical law related to postal issues was promulgated in March of 1888, just a few months before the Republic was established in Brazil. In attempting to rationalize the governmental finances, this document changed the whole structure of the General Post Office, which was composed henceforth of the Central Division, Accounting and Treasury. Nevertheless, this arrangement did not take effect and was replaced by other legislation during the first years of the Republican regime.

Based on the aforementioned regulatory background, the purpose of this research is to contribute to 19th century economic history by analyzing the institutional, financial and territorial aspects that characterized the Brazilian General Post Office. In order to do so, one needs to answer a key question: how did this institution contributed to state building, as well to the unification of territory and markets in monarchical Brazil?

Spreading the news or gathering it around the Throne?

Post offices played an important role in 19th century public life, as well as in the structuring of the urban landscape. Located on the main street of the city or on its surroundings, they were places for sociability and dissemination of news, both key practices for the formation of public opinion. French historian Sebastien Richez notes that post offices represented, as well as the Municipal Chambers and other public buildings, a “strong and visible mark of State’s presence.”⁷

Notwithstanding its evident influence in the formation of national territories, statehood, and markets during the 19th century, communication networks suffer a lack of historiographical interest – not exclusively in Brazil. Even so, recent studies in American political history have revealed the relationship between communication and governance by posing questions such as: What does the post office mean in the construction of the U.S. federal state? What are the consequences of this for American public sphere? How did the post office influence the day-to-day management of national businesses?

Richard John's book *Spreading the News* (1995) is a successful attempt to answer some of these questions. The author analyzes the dynamics of the U.S. Post Office during the 19th century in order to see how communication networks shaped American public life. His main argument is that the development of a national postal system engendered an important revolution in information transmission technology by providing citizens with an institutionalized channel of communication with the federal government. In the authors' words: “It would hardly be an exaggeration to suggest that for the vast majority of Americans the postal system was the central government. Many contemporaries agreed. The enterprise, declared postal authority and onetime postal clerk Pliny Miles, was of more importance to the people, while its daily operations were felt to a 'wider extent' and affected a 'larger share' of the public at large than the other departments of the central government 'all put together'.”⁸

Thinking about communication institutions as *agents of change* is, in fact, a fertile approach that could be used to enquire about the relationship between national postal systems and other forms of government. Adapted to the Brazilian monarchical case, it would help to understand the motivations underlying General Post Office administrative reforms. In a speech reported in 1841, Minister Cândido José de Araújo Vianna justified the adoption of uniform postage as a way of connecting the Brazilian people with their monarch, D. Pedro the Second: “Nothing has His Imperial Majesty so firm in mind as to do away with the distances that isolate Him from his vassals, and even, if possible, to gather them all around His throne, and this proposed measure is not a small step to achieve this August commitment.”⁹

The Minister’s argument clearly suggests a governmental effort to embrace the expansion of monarchical authority over territory, market, and population. The contrasts and similarities between this rationale and the American federalist principles of postal management discussed by Prof. John leads one to ask the following research question: Was the Brazilian postal system more a vehicle for the dissemination of news or an instrument of political and administrative control?

Brazilian postal system data in Ministerial Reports

Materials for this research are from two types of sources, *legal* and *administrative*. The legal sources consist of all the regulations and decrees issued by the monarchical government between the creation of the General Post Office (1829) and the incorporation of this branch to the Ministry of Public Instruction, Post and Telegraphs (1890). They can be found in *Brazilian Empire’s Collected Laws and Regulations*, an online collection displayed on the Presidency of the Brazilian Republic’s website. Administrative sources reveal how the Brazilian government regarded communication networks as part of the national statehood apparatus. They are published in the Brazilian Ministerial Reports¹⁰ and can be divided into three categories: *informational*; *financial* and *statistical*. Based on this diversified material, one can organize the Brazilian postal system into three levels of analysis, each composed of interrelated topics:

Institutional level = a) ministerial arrangements; b) postal regulations and reforms; c) employment positions, hierarchies, competences and conflicts of jurisprudence; d) accounting.

Financial level = a) general income/expenditure; b) provincial incomes/expenditures; c) general income sources; d) provincial income sources; e) general expenditure items; f) provincial expenditure items.

Territorial level = a) infrastructure (post offices; post routes; human resources; material resources); b) flows (direction; volume; categories).

I have already outlined some considerations about the institutional evolution of Brazilian postal services. The next section describes some preliminary results concerning the construction of the Brazilian postal system in terms of its financial, infrastructural, and dynamical aspects.

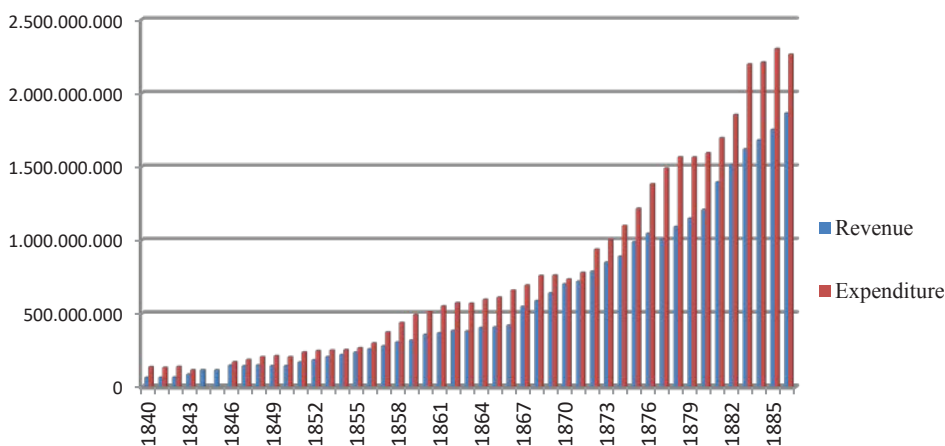
The consolidation of the Brazilian monarchical government in the 1840s had as one of its consequences the improvement in administrative accounting, a process that was part of the 19th century bureaucratic rationalization. In this context, the Brazilian Ministerial Reports began to provide financial and statistical data on the post office, through which it is possible to verify various aspects of the institutional evolution of this branch until the final years of the monarchical regime.

Finances

Challenges that Brazilian postal administration faced during the 19th century could be synthesized in two questions: Would the post office be a public service or a source of income for the National Treasury? How to improve communication networks and, at the same time, make postal service, if not a profitable business to the Monarchy, at least a self-sustaining activity? The Brazilian postal reform of the 1840s was an attempt to solve these problems by affirming the civic rationale of the postal services.

With the uniform postage policy, there was a considerable increase in the revenues of the General Post Office, which reached 183,322,195 *réis* in 1852. In Rio de Janeiro, postal services witnessed a significant increase in revenues, from 36,059,168 *réis* in the year prior to the reform to 85,807,900 in 1848. The revenue increase, however, was never sufficient to overcome the expenditure, a fact that confirms the hypothesis that the rationale for monarchical postal policy was civic and not fiscal (Graph 1).

Graph 1. Brazilian General Post Office's revenue and expenditure (1840 - 1889)
Brazilian currency/ year

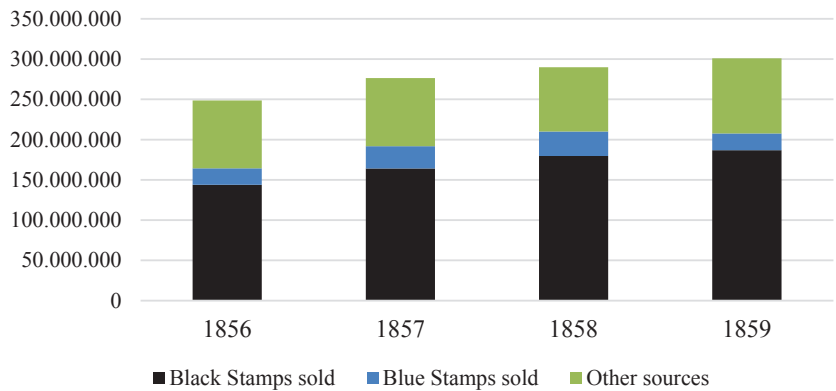


This graph as well as Graphs 2 and 3 are based on Brazilian Ministerial Reports. Displayed on: <http://www-apps.crl.edu/brazil/ministerial>. Accessed 15 May 2018.

The General Post Office's revenue continued to grow in the early 1850s and reached the sum of 236,192,971 *réis* in 1855. Chief among the sources of income was the sale of black and blue stamps, being the sale category responsible for 55.73% of total revenues for 1855 (Graph 2).¹¹ These data confirm that the introduction of stamps for payment of postage was an important milestone in the history of communication

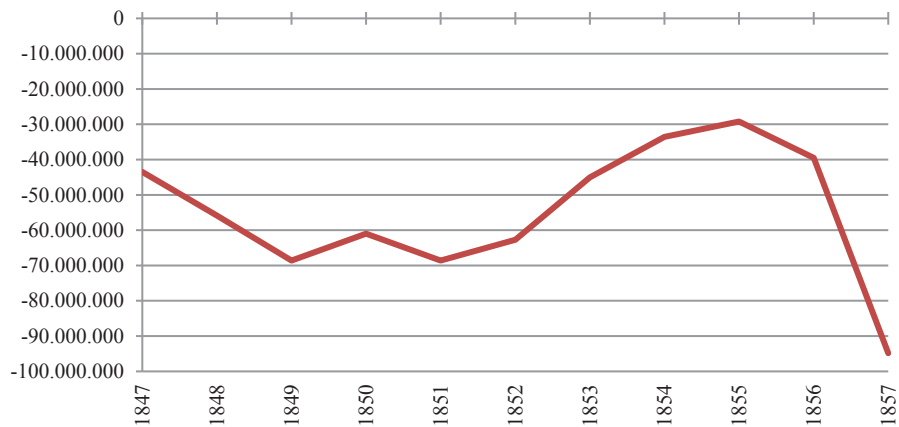
technology, since it represents the adoption of a commercial rationale by the public postal service.

Graph 2. Brazilian General Post Office's income sources (1856 - 1859)
Brazilian currency/ year



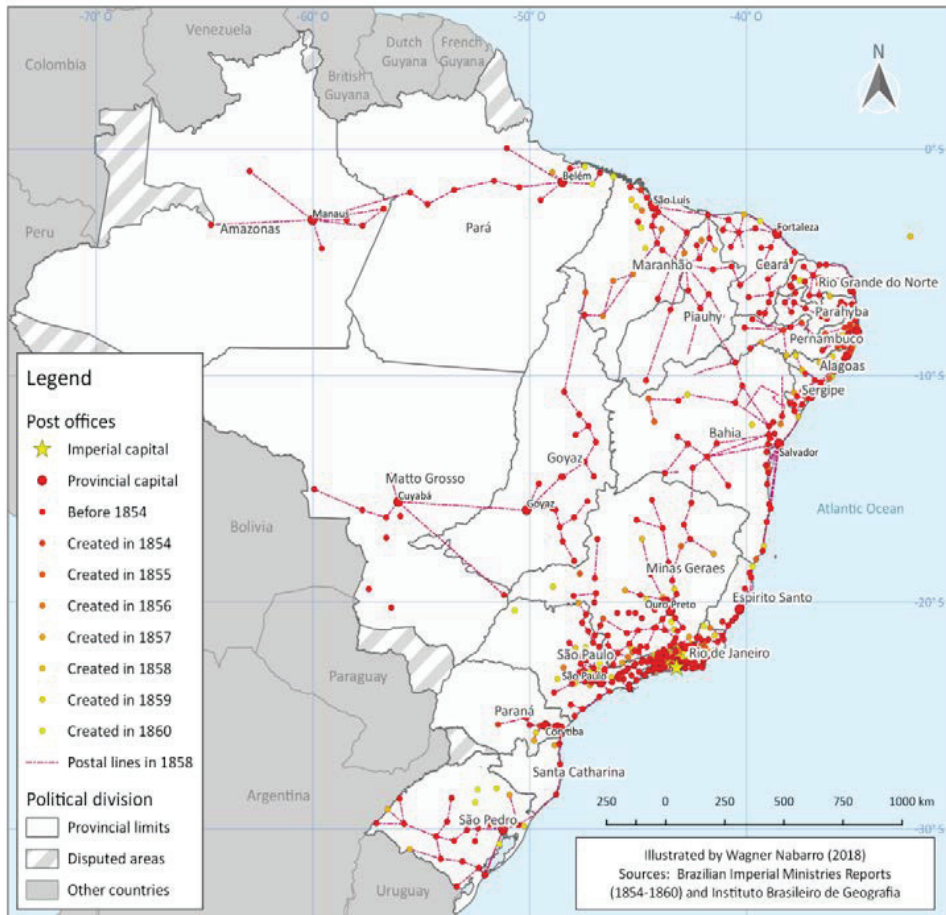
The deficit of the Brazilian postal service became even worse in the late 1850s. In 1857, expenses skyrocketed, reaching 373,139,090 *réis*. Even with a high percentage of growth, the deficit generated was almost 95 million *réis*, the largest in the history of the General Post Office until then (Graph 3). According to Postmaster Thomaz José Pinto Serqueira, the large increase of expenditure in 1857 was motivated, among other factors, by the creation of new post offices and post routes.

Graph 3 - Brazilian General Post Office deficits (1847 - 1857) Brazilian currency/ year



This data indicates, therefore, that even with chronic deficits and rising spending, the General Post Office was expanding its bureaucracy and becoming more profitable. But would bureaucratic expansion and profitability mean growth? In other words, was the Brazilian government really investing in the expansion of the communication network? And was this process uniform across the country?

Map 1. Brazil: post offices and lines (1860)



Infrastructure

The preservation of spatial unity was a constant topic in the agenda of Brazilian Monarchy. For most of the Emperor's vassals, a unified territory was not only a symbol of sovereignty but also a fundamental element in the definition of national character. The Brazilian Empire was not, however, homogenous. In the social sphere, for example, the monarchical government had not been able to neutralize racial conflicts and generate a collectivity of citizens, gathered around the same national identity. Even after the consolidation of the monarchical government between the 1840s and 1850s, the Brazilian territory resembled a patchwork with plenty of antagonisms generated by the Court's political and administrative centralization.

To what extent did the distribution of post offices and post routes across the country reproduce the image of the "*Brazilian mosaic*"? One of the main characteristics of communication networks is their uneven distribution through space. Based on the assumption that the Brazilian Empire was formed by deep social and territorial inequali-

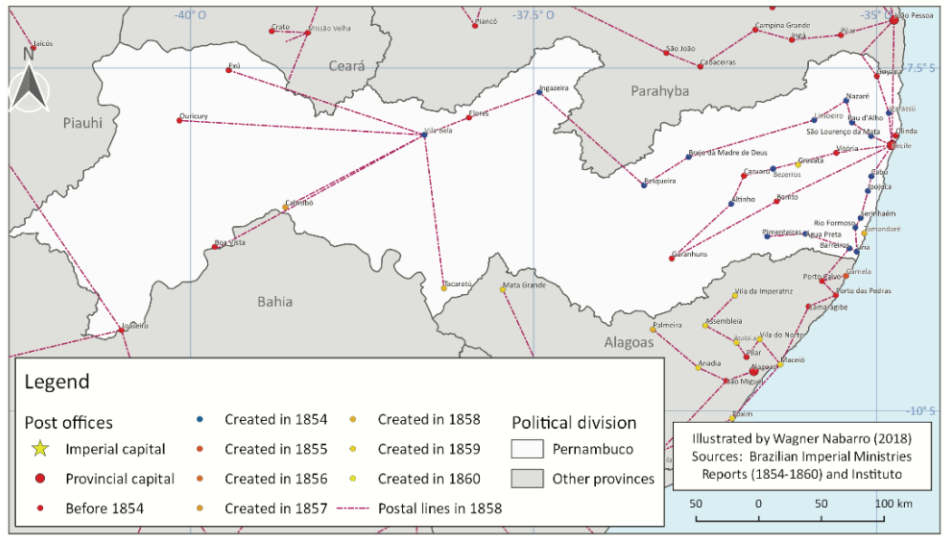
ties, this section will try to identify spatial distribution heterogeneities of postal infrastructure in 19th century Brazil.

Before 1854, Brazil had 365 post offices and 7,677,200 inhabitants, an average of 475 post offices for every 100,000 inhabitants.¹² Between 1854 and 1860, 156 new post offices were created, which represents an average growth of 43%. The policy of postal improvement carried out by the Brazilian government in the late 1850s was not, however, the same in all provinces (Map 1). Only Rio de Janeiro and São Paulo were represented throughout the period. Coincidentally, these are the provinces with the highest number of post offices – 93 and 62, respectively – in addition to Minas Gerais, whose infrastructure was composed of 66 offices. Together, these three provinces totaled 221 offices, or 42% of the total recorded for the year 1860.

Although there was a real concentration of post offices in Brazil’s southern provinces, Pernambuco stands out as having the largest average growth of the period (240%). The reason for this unusual pattern is probably political. Between 1851 and 1852, several popular rebellions, many of them with slave participation, broke out in this northern province and became popularly known as *Guerra dos Marimbondos* (War of the Hornets).¹³ At that time, Pernambuco had only ten post offices with 44 postal employees. It must have been difficult for government officials to communicate with each other in order to organize a more effective repression. It seems no coincidence that in 1854 no fewer than nineteen post offices were established in small villages such as Pau d’Alho, epicenter of the revolt (Map 2). This measure reinforces the hypothesis that the postal system was used by the Brazilian monarchical government as an instrument of surveillance and centralization.

In contrast to the dynamism of southern provinces, Mato Grosso and Amazonas maintained the same number of post offices throughout the period. These are sparsely

Map 2. Pernambuco: post offices and lines (1860)



populated provinces whose territories border with other countries of South America, such as Paraguay, Bolivia, Venezuela and Colombia. One probable reason for the Amazonian lack of a postal presence is administrative: in the years in question, Amazonas had recently separated from Grão-Pará, a larger province to which it was united until 1852.

How was this infrastructure distributed across the territory? Data corresponding to the coverage of the post routes over the total area of the provinces in 1860 was analyzed (Table 2). It should be noted that the total length of the post routes has a greater importance than the number of connections. Thus, a province with few postal lines, but extending over long distances, had greater territory coverage than another province with many short range lines.

Table 2 – Post routes coverage over Brazilian territory (1860)

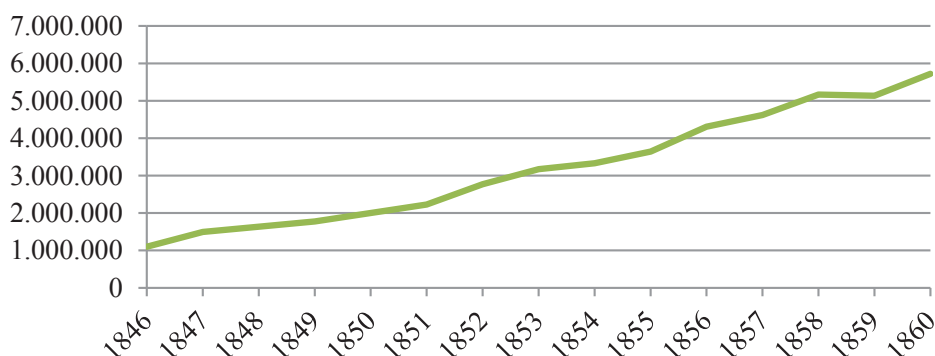
Provinces	Total area in miles	Miles covered by post routes	Spatial Coverage (%)
Alagoas	2,556	176	7%
Amazonas	66,3	431	1%
Bahia	14,836	1,515	10%
Ceará	3,627	534	15%
Espírito Santo	1,561	120	8%
Goiás	26	558	2%
Grão Pará	40	534	1%
Maranhão	12	578	5%
Mato Grosso	30,173	391	1%
Minas Gerais	20	1,053	5%
Paraíba	3,5	176	5%
Paraná	6,2	117	2%
Pernambuco	3,287	509	15%
Piauí	10,5	693	7%
Rio de Janeiro	2,452	468	19%
RioGrande do Norte	2	176	9%
Santa Catarina	4,38	93	2%
São Paulo	10,5	664	6%
São Pedro do Sul	8,204	821	10%
Sergipe	1,36	154	11%

Based on Brazilian Ministerial Reports and in ALMEIDA, Candido Mendes de. *Atlas do Império do Brasil*. Rio de Janeiro: Tipografia do Instituto Filomático, 1868.

This data reveals how narrow was the Brazilian set of post routes. The “*Russia of Brazil*” was the large province of Minas Gerais that had one of the lowest densities: only 5% of its territory was covered by post routes. Few provinces like Rio de Janeiro had spatial coverage greater than 10%. It is worth noting that the same procedure considering only the urbanized area of the provinces would have shown quite different re-

sults, but this was not possible since there is no reliable data for the period in question. Besides, if post offices were an essentially urban element of postal infrastructure, the same cannot be said of post routes, as they reached farms, *arraiais* (small villages) and other spaces not considered urban.

Graph 4 - Postal flow increase in Brazil (1846 - 1860)
number of items/ year



Graphs 4 & 5 are based on Brazilian Ministerial Reports. Displayed on: <http://www-apps.crl.edu/brazil/ministerial>. Accessed 15 May 2018.

Volume

Between the late 1840s and 1860, the Brazilian postal services had a constant increase in volume, on average 15% a year (Graph 4).¹⁴ Some of the reasons already shown in this paper for this phenomenon were the introduction of uniform postage, the use of postage stamps and the improvement of infrastructure, composed both of post offices and post roads.

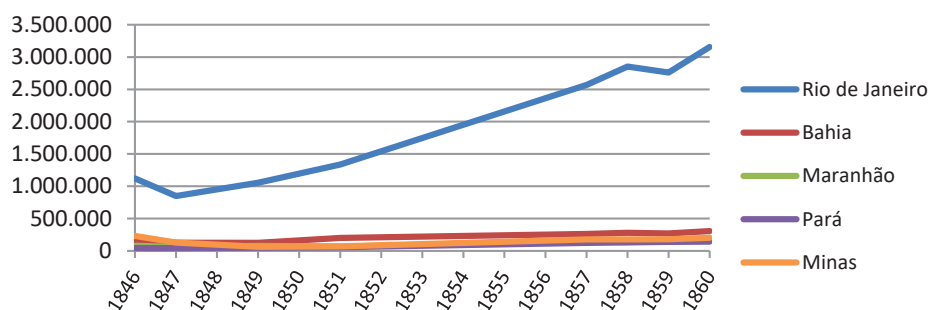
However, this tendency for growth was not the same in all parts of the country. An analysis of the number of items that arrived at the five major post offices of the Brazilian Empire (import), as well as of those that left (export) between the years of 1846 and 1860 (Graph 5) reveals that the Court's General Postal Administration was a central point of reception and distribution of correspondence, with 35% of all postal flows of the period. This hegemony of Rio de Janeiro was due not only to its being the Empire's political capital and center of diplomatic relations, but also because that was where most commercial and financial transactions took place.

Postal flows in 19th century Brazil can be divided in four categories of items: *official papers*; *newspapers*; *private letters* and *insured papers*. The first category contained letters, reports and other papers related to the public service. Like the 1792 US Post Office Act, the 1829 Brazilian Postal Law granted franking privileges to members of Parliament and government officers, under the condition that their mail should be classified in two categories – *Private Interest* and *Public Service* – the latter of which could be mailed for free. This law also established free in-country circulation of gazettes and newspapers, whether national or foreign, when destined for public libraries. Private letters were supposed to pay postage according to their weight and

type of transportation (if by land or sea). In 1842, the Brazilian government also established that the postage should be paid in advance by the sender, and the prepayment would be identified by a stamp. Postal service users could still choose to insure their letters and folios for a fee of 800 *réis*. The English engineer Thomas Plantagenet Bigg-Whiter noted in his three year stay in Brazil that management problems were one of the main obstacles to postal flows.¹⁵ In a letter addressed to the Postmaster General on November 18, 1847, the post clerk Jose Maria Lopes da Costa describes the intricate accounting system which provincial post offices were required to use.

The content of the mail is recorded in a notebook, which designates the names and titles of the senders, as well as those to whom they are addressed; [...] insured mail matter is dependent on no less than 7 directives - Letters and newspapers, after having been examined one by one to see if they have a postage seal, are stamped, separated by provinces, or places to which they must be sent, organized in alphabetical order, and then also recorded in the notebook. You see, then, that in order to speed up the dispatch of post bags by the steamship *Emperor*, apart from the bookkeeping process, which is also not trivial and commands a great deal of attention, there were 3,330 official papers; 3,011 insured ones and 7,238 letters and newspapers.¹⁶

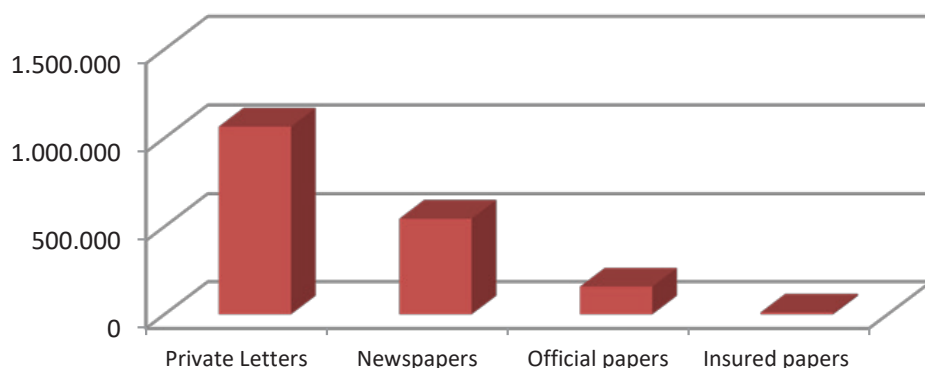
**Graph 5 - Postal flow increase in Brazilian provinces
(1846 - 1860)**
number of items/ year



Another critical aspect of the Brazilian postal administration in the 19th century was related to precarious infrastructure. In 1850, Minister José da Costa Carvalho complained that in almost all Brazilian provinces: "Postal Administrations are accommodated in houses so skimpy, barely lending themselves to the necessary work; but above all, it seems impossible that in a house where rooms are only 25 feet wide, anyone could in a timely manner, without fuss and disorder, provide the weighty services of mail departure, to check and return in a few hours five and six thousand letters entering at once, while at the same time preparing various bags for many different points."¹⁷

An analysis of the data available in the Ministerial Report of 1849 reveals in detail the volume of the four categories of postal items (Graph 6). Private letters are by far the largest number (1,063,691 items), followed by newspapers (544,176), official papers

Graph 6 - Categories of postal flow (1849)
number of items/ categories



Based on Brazilian Ministerial Reports. Displayed on: <http://www-apps.crl.edu/brazil/ministerial>. Accessed 15 May 2018.

(158,276) and insured ones (10,806). As in other aspects already described, Rio de Janeiro leads in all these categories, having a total volume of 1,054,542 imported and exported items.

The hypothesis that the Court's General Postal Administration was an important crossroad of postal activity is reinforced by an analysis of the directions taken by both the mail pieces that had Rio de Janeiro as their final destination and the thousands of papers that left the city every day (Maps 3 and 4, pages 41 & 42). One can notice that the number of exported items in 1847 (81,510) is greater than that of those imported (37,689). One probable reason is the recording of outbound mail in the above-mentioned Brazilian accounting system, which prioritized the bookkeeping of such mail.

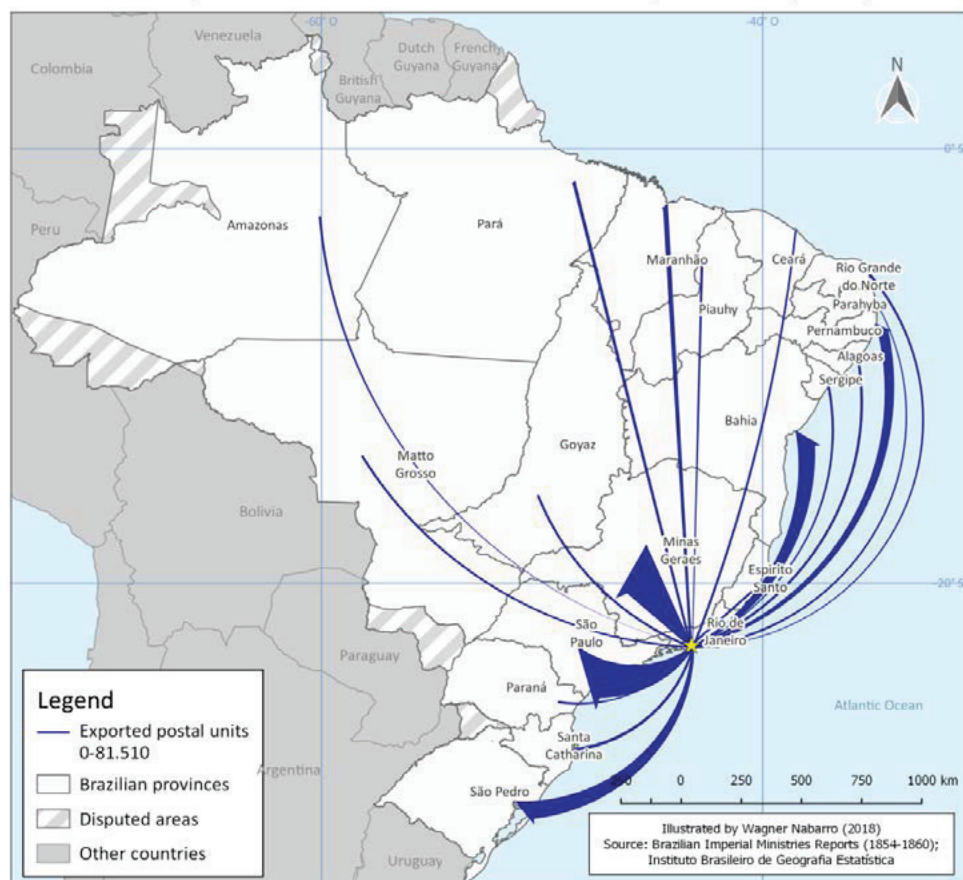
Both maps reveal important targets of postal activity: *Minas Gerais* and *São Pedro*, two agro-exporting provinces responsible for supplying the Court with cattle and food; *São Paulo*, whose economy was undergoing an incipient industrialization at that time; *Bahia*, one of the most populous provinces of the Empire and *Pernambuco*, whose harbor played an important role in connecting Brazil with the international communications network under construction in the second half of the 19th century.

The Throne and the World – Brazilian postal system in the first globalization

Reflecting on the spacial dimension of power, French geographer Claude Raffestin observes that all political code is constituted by the articulation of two dialectical concepts, which are *concentration* and *dispersion*. By controlling space and time, the state prioritizes these two resources and converges them to a specialized center of power. In the author's words: "*The capital is often the source of a space-time surplus, since it devours the space and social time of other regions, imposing its codes.*"¹⁸

For the case of communication networks, this reflection is even more correct. As notes French historian Léonard Laborie, the uniform postage was adopted in the 1840s by some governments "*to strengthen the national territorial dimension related to the*

Map 3. Brazil: postal flow from Rio de Janeiro to provinces (1847)

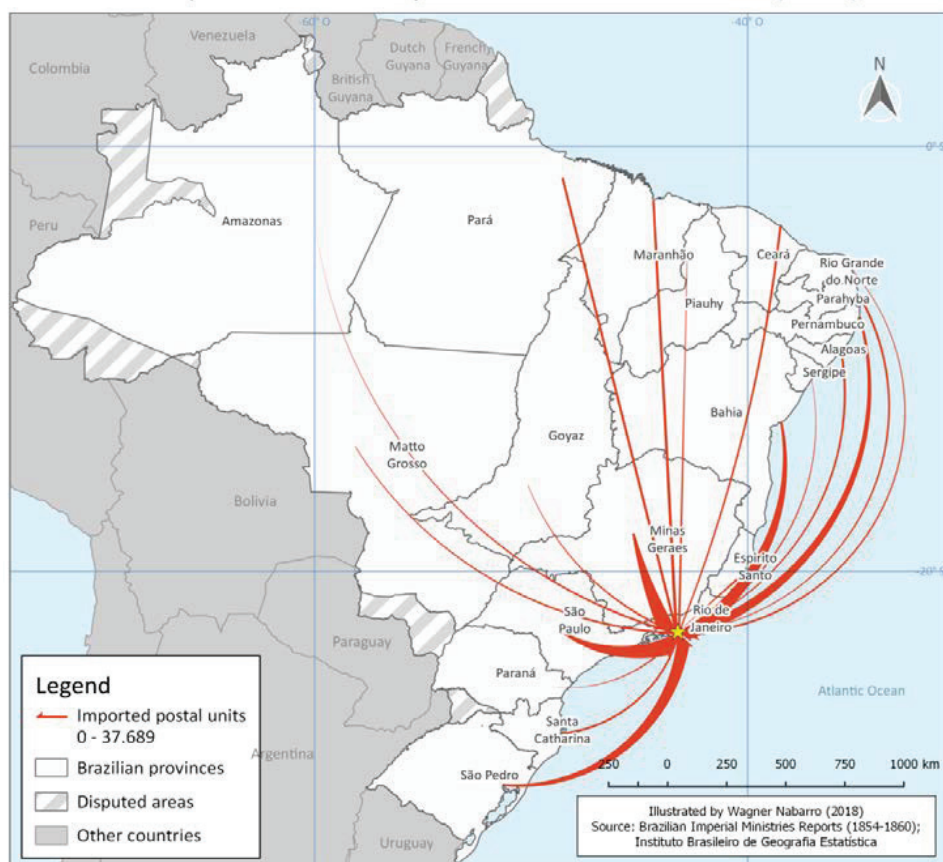


Mail.” According to Laborie, contemporaries would have seen this type of reform as a measure of territorial justice because it provided remote communities with a direct communication channel with the government. In this sense, he asks: “*Can one conclude that there has been a “de-spatialisation” of the postal universe since that time?*”¹⁹

When applied to 19th century Brazil, this question acquires some specificity. By analyzing institutional, infrastructural and dynamical aspects of Brazilian postal system, my research has aimed to demonstrate the process by which the Court in Rio de Janeiro realized the space-time surplus over other parts of the Brazilian Empire. However, the concentration of post offices, post roads and news flow – mostly “around the Throne” located in Rio de Janeiro – also reveals the difficulty faced by the monarchical government in overcoming spatial and ideological distances that constantly threatened national unity.

The Brazilian postal system in the 19th century operated at several scales: 1) *national*, with the goal of political and administrative centralization carried out by the government; 2) *regional*, where among other aspects, the differences between the

Map 4. Brazil: postal flow from provinces to Rio de Janeiro (1847)



southern and northern provinces are seen and 3) *local*, where the post office management problems gained a unique and socially concrete dimension, such as various occurrences of misdirected and lost mail, delays of correspondence and violation of postal secrecy.²⁰ The next step in this research is to explore a fourth scale of the Brazilian postal system, the *transnational* one, starting when Brazil joined the Universal Postal Union in 1877.

Acknowledgments

I gratefully acknowledge the financial support of the *Fundação de Amparo à Pesquisa do Estado de São Paulo* (FAPESP), Brazil. This paper is based on research supported by this agency under grant agreement N° 2018/03712-5.

Endnotes

¹ Richard R John, "Postal Systems" in *International Encyclopedia of the Social & Behavioral Sciences*. (Oxford: Elsevier, 2015), 640 – 643.

² Derek Gregory, "The friction of distance? Information circulation and the mails in early nineteenth-century England", in *Journal of Historical Geography*, v. 13, n. 2, (1987): 130 – 154.

³ Benoît Oger, “Les mutations de la Poste de 1792 à 1990, entre ruptures et continuités”, in *Flux*, n. 42, (2000) : 7 – 21.

⁴ The term “Brazilian Empire” has a historiographical specificity as used in this article. With the 1808 arrival of the Portuguese Royal Family in Rio de Janeiro, several intellectuals, such as the minister D. Rodrigo de Souza Coutinho and the journalist Hipólito da Costa, saw an opportunity to regenerate the decaying Portuguese Empire. After Brazil became independent in 1822, the contemporary political repertoire extended this utopian vision of a powerful Brazilian Empire into the consolidation of a huge national territory. It should be emphasized, however, that Brazil never possessed the type of geopolitical configuration of other modern empires, such as the British and Austro-Hungarian, with noncontiguous territories scattered all over the globe. For further discussion, see Maria de Lourdes Viana Lyra, *A utopia do poderoso império*, (São Paulo: Sette Letras, 1994), 15.

⁵ *Brazilian Empire's Collected Laws and Regulations*, available on: <http://www2.planalto.gov.br/>, accessed on May 15, 2018.

⁶ The *Réis* currency was effective in Brazil since the beginning of Portuguese colonization, in the 16th century, having been confirmed by law on October 8, 1833 with the standardization of Brazilian Monetary System. This reform established a milésimal based system, in which *Mil Réis* designated the currency and the *Réis* divisional values. Example: \$500 = five hundred *réis*; 5\$000 = five thousand *réis*; 5:000\$000 = five million *réis*. Source: <http://www.ipeadata.gov.br/>, accessed on May 15, 2018.

⁷ Sébastien Richez, “L’essor postal dans le Calvados au cours de la seconde moitié du XIX siècle.” *Annales de Normandie*, v. 50, n. 4, (2000): 523 – 545.

⁸ Richard R John, *Spreading the News: The American Postal System from Franklin to Morse*, (Cambridge, Mass: Harvard UP, 1995), 3 – 4.

⁹ *Annual Reports from Ministry of State and Empire Affairs*, available on: <http://www-apps.crl.edu/brazil/ministerial>, accessed on May 15, 2018.

¹⁰ Brazilian Ministerial Reports from 1821 to 1960 are digitized and available at the Center for Research Libraries of the University of Chicago. In this same collection, one can find the Annual Reports from Ministry of State and Empire Affairs. Electronic Address: <http://www-apps.crl.edu/brazil/ministerial>.

¹¹ The black stamps to which the Graph 2 refers were issued in January 1850, and were popularly known as “Goat Eyes,” while the blue stamps, called “Colored” or “Cat Eyes,” were printed from 1854 and used to replace the black stamps of 10 and 30 *réis* in the taxing of newspapers, gazettes and other printed materials. Source: Brazilian General Post Office Decree of August 12, 1854. In: *Brazilian Empire's Collected Laws and Regulations*, available on: <http://www2.planalto.gov.br/>, accessed on May 15, 2018.

¹² According to Richard John, in 1828 the United States had a ratio of 74 post offices per 100,000 inhabitants; while in the United Kingdom and France this ratio was respectively 17 and 4, the last one similar to Brazil. Unfortunately, no data is available for other South American countries, which would allow us to analyze the density of postal infrastructure on a regional scale.

¹³ In Paraíba, a neighboring province of Pernambuco, these rebellions became known as *Ronco da Abelha* (Bee Buzz). For further information about Brazilian peasant revolts see: Guillermo de Jesus Palacios y Olivares, “Peasant rebellions in Brazilian slave based society: the “War of the Hornets” (Pernambuco, 1851 – 1852)”, in *Almanack Brasileiro*, n. 3, (2006): 9 – 39.

¹⁴ Only the year 1859 registered a decrease of -1% in the growth of postal flows.

¹⁵ Thomas P. Bigg-Whiter, *Pioneering in South Brazil: Three years of forest and prairie life in the province of Paraná*, (London: John Murray, 1878). 2 vols.

¹⁶ Brazilian National Archive, Rio de Janeiro, GIF1 13 – OI, 4I, box 22, doc. 23.

¹⁷ *Annual Reports from Ministry of State and Empire Affairs*, available on: <http://www-apps.crl.edu/brazil/ministerial>, accessed on May 15, 2018

¹⁸ Claude Raffestin, *Pour une géographie du pouvoir*, (Paris: LITEC, 1980), 195.

¹⁹ Léonard Laborie, "Mondialisation postale: innovations tarifaires et territoires dans la seconde moitié du XIXe siècle." *Histoire, économie & société*, v. 2, (2007) : 15 – 27.

²⁰ In my PhD. thesis, still under development, I had the opportunity to devote part of a chapter to the role of postal secrecy law in Brazilian parliamentary and administrative realms. My hypothesis is that this basic right emerged at a time when the political surveillance policy characteristic of the *Ancien Régime* lost its legitimacy in the face of a new constitutional and liberal order. For more information on the subject, I suggest reading the classic study about the monarchical policy of interception and violation of postal secrecy during the XVI and XIX centuries: VAILLÉ, Eugène. *Le Cabinet Noir*. Paris: Presses Universitaires de France, 1950. 441 pp.

Pérola Goldfeder is a Ph.D. student in the Graduate Program for Economic History, University of São Paulo, Brazil. A version of this piece was entered as a "poster" at the World Economic History Conference in Boston in July. Her Brazilian postal history research was presented at the Postal History Symposium, World Stamp Show 2016. For the Autumn semester of 2018, Ms Goldfeder is a fellowship student at Columbia University, studying communications history with Professor Richard John.

This postcard view of **Bayville, Maine** was mailed in 1905. A quick search on line reveals that the village is in the town of Boothbay Harbor, Lincoln County and is said to have been formed in 1911 (presently there are 43 houses). The Official Registers reveal that the post office was established August 14, 1894 with Angus McDonald as postmaster. His first full report in 1897 had him earning \$73.82. In the next report of 1901, the postmaster is Janet McDonald who took in \$93.55; 1903 \$93.08; 1905 \$98.35; 1907 \$117; 1909 \$137. And then, in 1911 - founding year - Janet earned \$430. We can safely assume that this view is of Angus and Janet in front of their tiny office (the poster nailed to the clapboard is for a Masquerade at the Casino).



U. S. Postal Inspectors & Organized Crime

A review by Alan Warren

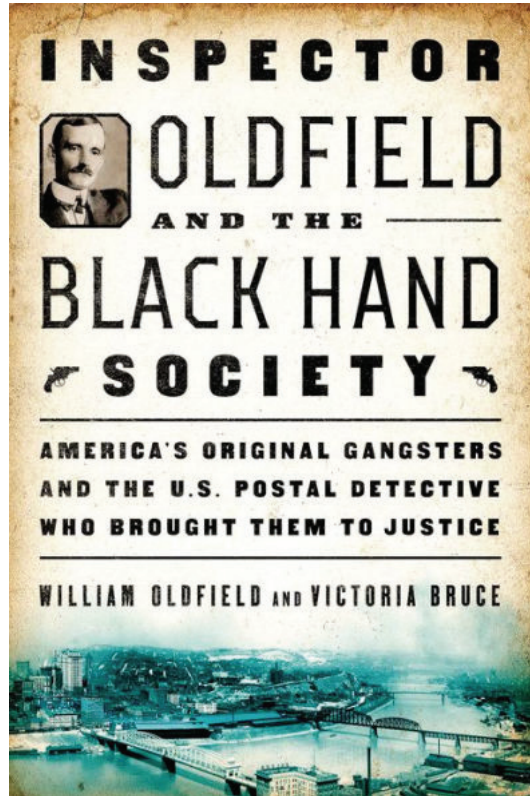
Inspector Oldfield and the Black Hand Society by William Oldfield and Victoria Bruce. 336 pages, 6 ½ by 9 ¼ inches, hardbound, Touchstone, New York, N.Y., ISBN 978-1-5011-7120-8, \$26.

Co-author William Oldfield's great-grandfather, Frank Oldfield, served as a U.S. Post Office Inspector in the early 1900s. William, an archivist by trade, joined with noted story-telling author Victoria Bruce to recount the exciting story of the early years of the postal service's fighting organized crime.

The authors set the stage by telling how the Philadelphia and Baltimore printer William Goddard established the Constitutional Post in the 18th century to deliver newspapers. This delivery service was in opposition to the British Post that operated under the management of Benjamin Franklin who worked for the Crown in the colonies. The British Post charged twice as much. Franklin eventually fell out of favor with England and turned his sympathy toward the Patriots.

In 1775 the Continental Congress agreed to adopt Goddard's concept. However, Congress infuriated him by appointing Franklin the first Postmaster General. In need of a job, Goddard agreed to work for Franklin by surveying the countryside and establishing post offices to serve the public. He also took on the important responsibility of incarcerating criminals who stole from the mail carriers and post offices. This effort led to the Post Office Inspection Service.

The authors now jump ahead a century to the appointment in 1888 of Hamilton Oldfield as postmaster of Ellicott City, Maryland. Hamilton's son Frank was named Secure Clerk in the office where he met prominent businessmen and political figures. Later, Frank Oldfield was named sheriff of Howard County. Through his father's political connections Frank was appointed in 1899 to the position of U.S. Post Office Inspector.



During the early part of Oldfield's career, some Italian immigrants developed notoriety as Mafia elements operating in the United States, with ties back to organized crime in Sicily. Italian shop owners were forced to pay tribute to ringleaders who became known as the Black Hand Society (*La Mano Nera*), based on their signature cartoons left on threatening letters. Within the organization was the subsidiary Society of the Banana that operated in the greater Ohio area.

Oldfield entered into this underworld when an Italian fruit seller was murdered in Bellefontaine, Ohio, and two Black Hand letters were found in the victim's pockets. The local police were forced to turn the matter over to the postal service, who were responsible for crimes relating to the mails.

Oldfield called on friends of his in business and government and put together an amazing array of undercover agents, Pinkerton guards, translators, and interpreters as well as many mail carriers to gather information. One of the suspected leaders who sent large amounts of money back to Italy using postal money orders was believed to be the sender of the threatening letters to Italian businessmen. He bought large quantities of stamps at one post office in Marion, Ohio.

Oldfield told the clerks at the office to sell the suspect only 2¢ Washington definitives that had a secret mark, so they could be traced on envelopes. Postal agents also monitored the movements of suspected Society of the Banana members, and watched who attended clandestine meetings. After gathering sufficient evidence, Oldfield organized a series of raids on the homes of the suspects, beginning June 8, 1909.

Additional evidence obtained during the raids led to the capture and eventual conviction of eleven "fruit vendors" who claimed that the letters (written in code) were simply business communications. Oldfield was worried about getting convictions despite the overwhelming evidence. The defendants had sufficient tribute money to hire many high-powered lawyers. However, the jury convicted them and they served terms in federal prisons.

Shortly after the trial, Oldfield was besieged by offers of many wealthy businessmen to provide security and to investigate fraud. He left the postal service and earned much more money in the private sector. Unfortunately Frank Oldfield died in 1916 of stomach cancer at age 49.

For many years the Oldfield family stored trunks filled with Frank's belongings, although some were lost in a flood. Still, there was one that contained some of the weapons retrieved during the raids on members of the Society of the Banana. The family papers together with government archives yielded this fascinating story. The book is well written and is exciting to read.

After finishing this book, author William Oldfield donated much of his great-grandfather's material to the Smithsonian National Postal Museum in Washington, D.C.

Foreign Postal History in Other Journals

The post of Associate Editor for Foreign Postal History is open and we welcome your input. To include a journal in the listings, please contact the editors at agatherin@yahoo.com.

Asia & the Pacific

Julian J. Goldberg describes “North Korean Stamps Printed by the U.S. Sticky Rotary Press” and reproduces the stamps as well as detailing the printing process. *Collectors Club Philatelist* Sept/Oct 2018, Vol 97 No 5.

“An Important New Robert Louis Stevenson Cover” by Robert P. Odenweller reveals an 1892 letter sent by Stevenson from Samoa to a correspondent in England. *Collectors Club Philatelist* Sept/Oct 2018, Vol 97 No 5.

Belgium

“A Letter Posted from Antwerp in 1840, Franked with a Postage Stamp - Fact or Fiction?” by Patrick Maselis, describes a letter carried privately from Belgium and posted in London to save on postage. *The London Philatelist*. September 2018.

Belgium - Europe

“An Anomaly in European History – The Neutral Territory of Moresnet (1815-1819)” by Patrick Maselis, tells the history of this small territory surrounded by Belgium and Prussia, and its postal issues. *The London Philatelist*. June 2018.

Cuba

“Stamp Franking Usages for the Official Correspondence in Cuba 1858 to 1866,” by Daniel Montes, illustrates how official mail was sent within Cuba during this period and the government entities entitled to use the special stamps. *The Cuban Philatelist*. May-August 2018.

France & Colonies

Edward Grabowski includes a map, covers (including printed matter) and philatelic mail contents in “The Era of the French Colonial Allegorical Group Type: The Stamp Dealership of N’Gomo, Gabon - A Rich Connection.” *Collectors Club Philatelist* Sept/Oct 2018, Vol 97 No 5.

Great Britain

See Belgium

World War II

William Ruh in “Canceled” writes of the censorship markings used to obscure Operation Overlord in 1944. *The American Stamp Dealer & Collector*, September 2018.

Journal Addresses

40º Aniversario 1977-2017. Special 40th anniversary issue by the Real Academia Hispánica de Filatelia e Historia Postal. www.rahf.es

The American Stamp Dealer & Collector, ASDA, P.O. Box 692, Leesport PA 19533.

BNA Topics. Journal of the British North America Philatelic Society. Andy Ellwood, Secretary. 10 Doris Ave., Gloucester, Ontario K1T 3W8, Canada.

British Caribbean Philatelic Journal. Eric Todd, Secretary. 623 Ashley St, Foxboro, Ontario K0K 2B0, Canada.

China Clipper. Journal of the China Stamp Society. Tracy L. Shew, Secretary. 16836 122nd Ave SE, Renton WA 98058-6055.

The Chronicle of the U.S. Classic Postal Issues, Sec. Dwayne Littauer, P.O. Box 750368, New Orleans LA 70175.

The Collectors Club Philatelist, 22 East 35th St., New York NY 10016-3806. Wayne L. Youngblood, wystamps@gmail.com.

Cuban Philatelist. Journal of the Cuban Philatelic Society of America. Juan Farah, Secretary. PO Box 141656, Coral Gables, FL 33114-1656.

Documents Philateliques. Journal of the French Académie de Philatélie, Robert Abensur, www.academiedephilatelic.fr

France and Colonies Philatelist. Journal of the France and Colonies Philatelic Society. Joel L. Bromberg, Corresponding Secretary. PO Box 17, Narrowsburg NY 12764-0017.

Gibbons Stamp Monthly. Stanley Gibbons Ltd., 7 Parkside, Christchurch Rd, Ringwood, Hampshire BH24 3SH, United Kingdom.

Japanese Philately. Journal of the International Society for Japanese Philately. William Eisenhower, Secretary. PO Box 230462, Tigard OR 97281.

Journal of the Malta Philatelic Society. John A. Cardona, Secretary-Treasurer. 56 Triq Santa Marija, Tarxien, TXN 1703, Malta.

The London Philatelist. Dr. Seija-Riitta-Laakso, LPeditor@rpsl.org.uk

PHSC Journal. Journal of the Postal History Society of Canada. Secretary-Treasurer, 10 Summerhill Ave, Toronto, Ontario M4T 1A8, Canada.

Post Horn. Journal of the Scandinavia Collectors Club. Alan Warren, Secretary. PO Box 39, Exton PA 19341-0039.

Postal History, The Journal of the Postal History Society [UK] 22 Burton Crescent, Stoke-on-Trent, ST1 6BT UK.

Rossica. Journal of the Rossica Society of Russian Philately. Steve Volis, Treasurer. 9 Hickory Ct., Manalapan NJ 07726.

Postal History Society Awards, Douglas Napier Clark

Southeastern Stamp Expo, *St. Louis Street Car Mail, 1892-1915*, Gary Hendren
Sarasota National StampShow, *Postal History of Hartford, CT*,

Anthony F. Dewey

Aripex, *Postal History of Hartford, CT*, Anthony F. Dewey

St. Louis Stamp Expo, *St. Louis Street Car Mail, 1892-1915*, Gary Hendren

Garfield-Perry March Party, *Philadelphia - Great Britain Mails, 1683 to GPU*, John

Barwis

WESTPEX, *Postal Rates During the Gold Yuan Era: The Chinese Hyperinflation of 1948-1949*, Hugh Lawrence

APS StampShow, *The Confederate States of America (CSA) Postal Initiative*, Daniel Knowles

StampShow Literature: *Puerto Rico During the Spanish American War, 1898-1900*, Bill DiPaolo

BALPEX, *United States Domestic Letter Rates from the Act of 1792 to October 1, 1883*, Robert Meegan



American Postal History in Other Journals

By Ken Grant

Many articles on U.S. postal history are published each month. In order to present a useful survey of recent publications, we adopt a rather narrow definition of postal history and present what is more an index than a literary endeavor. Unlike an index, however the present listing contains very little cross-referencing; so that a reader interested in trans-Atlantic mail should check each geographical location from which such mail might have originated. Editors not finding their publication reviewed here need only make sure the publication is available to the U.S. Associate Editor, Ken Grant at E11960 Kessler Rd., Baraboo WI 53913.

General Topics

Airmail

“New Jersey’s Pioneer Air Mail Flights” by Robert G. Rose looks at 1912 mail flights connected to New Jersey. NJPH 46 No. 2 (May 2018).

“New Jersey’s Pioneer Air Mail Flights: A Correction” by Robert G. Rose corrects an error in “New Jersey Pioneer Air Mail Flights” published in the May 2018 issue. The photograph illustrating the article was the U.S.S. *Pennsylvania*, not the Hamburg-American Line’s S.S. *Pennsylvania*, the ship on which Eugene Ely actually landed. NJPH 46 No. 3 (August 2018).

“National Air Mail Week Revisited on the 100 Anniversary of the First Air Mail Service” by Tony L. Crumbley provides a general history of the air mail week of 1938 and a specific review of North Carolina’s participation, including a survey of the known cachets used in North Carolina. N. C. Post. Hist. 37 No. 3 (Summer 2018).

Auxiliary Markings

“The 2-cent Washington Shield Stamp with 1905 Advertised Auxiliary Marking” by William Schultz focuses on a cover mailed from Philadelphia to West Chester, PA for a magenta 1904 “Advertised” marking. US Spec. 89 No. 4 (April 2018).

William Schultz’s “Unrecorded West Chester Advertised Auxiliary Marking” looks at West Chester, Pennsylvania “advertised” auxiliary marking circa 1904/1905. Pa. Post. Hist. 46 No. 2 (May 2018).

John M. Hotchner illustrates a number of inspection markings in “Customs Duty Markings on Incoming Covers Part Five: The Green Tape Markings.” Hotchner illustrates his article with covers dating from 1992 through 2011. La Posta 49 No. 2 (Second Quarter 2018).

“Sorry, no mail today. Post Office on strike!” by Josh Furman looks at the postal strike of 1970 and a post car carried by a private mail carrier. Excelsior! 51 No. 2 (June 2018).

Civil War

Envelopes used by officials to return election results are the subject of Maurice Bursey’s “Some Semi-Official Return Envelopes from the Gubernatorial Election of 1864.” N. C. Post. Hist. 37 No. 3 (Summer 2018).”

Ted O. Brooke in “Postal History Mystery and Genealogy – Miss Eva McAfee, Cumming, Ga” teases out as much information as he can from the name, address, and postal cancel on a single cover very likely written by the addressee’s brother while serving in the Confederate army. *Ga. Post Roads* 26 No. 3 (Summer 2018).

Post Offices

Wayne L. Youngblood in “The Importance of the Dead Letter Office” explains that the Dead Letter Office handled a high volume of misdirected, unclearly addressed, and prank mail introduced into the mail stream. His article is illustrated with photos showing members of the office at work and the various objects that that office sought to reunite with their addressees. *Col. Club Phil* 97 No. 4 (July-August 2018).

Steve Bahnsen presents photographs of thirteen post offices in “New Hampshire Post Offices.” *La Posta* 49 No. 2 (Second Quarter 2018).

Postal Rates

Ronald Blanks in “Dealer Mail Helped Supply Scarce 1975 Degressive Rate Covers” documents the difficulty of uncovering first class items over one ounce showing payment of the proper rate. *La Posta* 49 No. 2 (Second Quarter 2018).

RPO/HPO

Cary E. Johnson in “You Can Never Have Too Many Reference Books” makes use of his research materials to track down a cover that was carried on the Scott Lake, Michigan and Green Bay, Wisconsin RPO. *Peninsular Phil.* 60 No. 2 (Summer 2018). ”

“Ukiah Valentine Mail” by Nancy B. Clark features what appears to be a dirty cover with an airmail cachet but what is in addition a cover recovered from the wreck of “The Red Arrow,” a train running between New York and Detroit. *Trans. Post. Coll.* 69 No. 3 (May-July 2018).

“Highway Post Offices: An Iowa Connection” by William Keller provides background on the Sheldon & Des Moines, IA HPO. Keller includes timetables, maps, and information on the frequency of service. *Trans. Post. Coll.* 69 No. 3 (May-July 2018).

Rick Kunz in “Things Aren’t Always What Someone Else Thinks!” notes that a cover which had its cancel strengthened in pencil as Roanoke & E. Grove RPO was actually Fox Lake & E. Grove. *Trans. Post. Coll.* 69 No. 4 (August-October 2018).

The Sheldon & Des Moines RPO continues to be the subject of William Keller in “Highway Post Offices: An Iowa Connection – Supplemental.” *Trans. Post. Coll.* 69 No. 4 (August-October 2018).

Trip insurance sold at a depot of the Lake Shore and Michigan Southern Railroad is the subject of Cary E. Johnson’s “Trip Insurance by the Day.” *Trans. Post. Coll.* 69 No. 4 (August-October 2018).

Naval Mail

Bill Nix provides background, a checklist of participating vessels, and ship mail in “U.S. Navy Ships at the Alaska-Yukon-Pacific Exposition.” *La Posta* 49 No. 2 (Second Quarter 2018).

World War I

“World War I Camp Johnson Training – Postcards Tell the Story” by Steve Swain is illustrated by post cards documenting that camp’s use as a training center for troops to be sent to fight in WWI. *Fla. Post. Hist. Jour.* 25 No. 2 (May 2018).

“WWI Soldier’s Mail – Sgt. Major J. Z. Hoke, Athens, Ga.” by Lamar Garrard and Steve Swain examines the correspondence of a soldier in the 17th Engineer Regiment, a part of the American Expeditionary Forces. *Ga. Post Roads* 26 No. 3 (Summer 2018).

World War II

Jesse I. Spector and William Kacznski write about the internment of Japanese Americans in “Japanese Americans in World War II: February 19, 1942 A Day That Should Live in Infamy.” The authors provide background on the decision that sent over 100,000 Americans into detention camps along with covers and photographs of camp life. *La Posta* 49 No. 2 (Second Quarter 2018).

“When Did Free Postage End for Soldiers, Sailors, and Marines in World War II?” by Tony Wawrukiewicz provides postal laws and regulations that were in force until free postage was ended on December 31, 1947. *La Posta* 49 No. 2 (Second Quarter 2018).

Geographic Location

Florida

Phil Eschbach provides background on the construction of a Florida canal in “Santa Fe Canal from Waldo to Melrose.” The canal was used to carry freight, passengers, and mail. *Fla. Post. Hist. Jour.* 25 No. 2 (May 2018).

“George Rainsford Fairbanks Cover” by Deane R. Briggs provides background information on Fairbanks, showing an attempted reuse of postage stamps addressed to attorney Fairbanks in St. Augustine. *Fla. Post. Hist. Jour.* 25 No. 2 (May 2018).

Georgia

Thomas Lera’s “Cave Post Offices in Georgia – Part I” looks at three Georgia cave post offices: Blowing Cave, Cave, and Cave Hill. *Ga. Post Roads* 26 No. 3 (Summer 2018).

Steve Swain examines a cover sent from Nacoochee, Ga. in “Nacoochee, Ga. Famous American Cover.” The cover is addressed to Dr. Josiah Curtis who served in the US army during the Civil War and who discovered collodion, a syrup used to help surgical dressings stay in place. *Ga. Post Roads* 26 No. 3 (Summer 2018).

Illinois

Two covers from Chicago illustrate Roger Brody’s “And the Brand Played On – America’s Centenarian Enterprises – The Quaker Oats Company.” Brody provides background history on this cereal company. *US Spec.* 89 No. 8 (August 2018).

Roger Brody’s series on firms that have a history over one hundred years continues in “And the Brand Played On – America’s Centennial Enterprises – Wm. Wrigley Jr. Company.” *US Spec.* 89 No. 9 (September 2018).

Michigan

Eric A. Glohr's "An Early Letter to Lansing, Michigan" investigates a 1848 cover sent from Adrian, Michigan to Lansing, shortly after the name was changed from Michigan, Michigan to Lansing. *Peninsular Phil.* 60 No. 2 (Summer 2018).

New Hampshire

Hinsdale, New Hampshire's post office has operated in the same building since 1816 making it "The Oldest Operating United States Post Office" according to Kelvin Kindahl. *La Posta* 49 No. 2 (Second Quarter 2018).

"The Post Offices of Keene, New Hampshire" provides background on New Hampshire's sixth largest city and its three post offices. The author provides a list of postmasters for the offices in Keene, South Keene, and Surry Rural Station. *Granite Posts* 30 No. 2 (Spring 2018).

Kevin Johnson illustrates a number of nineteenth century cancels for Keene, in "Fancy Cancels of Keene, New Hampshire." *Granite Posts* 30 No. 2 (Spring 2018).

New Jersey

"Ship Covers Relating to the Iran/Iraq Tanker War & Reflagged Kuwaiti Tankers, 1987-88" by Lawrence B. Brennan provides background on recent postal history as many of the tankers were constructed in New Jersey. *NJPH* 46 No. 2 (May 2018).

Don Bowe and Jean Walton in "An Addition to the Vroom Correspondence" provide background on a cover addressed to Peter D. Vroom, New Jersey lawyer, senator, and governor. *NJPH* 46 No. 2 (May 2018).

"Revisiting 19th Century New Jersey Fancy Cancels" by Jean R. Walton surveys the variety of fancy cancels employed by New Jersey post offices. *NJPH* 46 No. 2 (May 2018).

Donald A. Chafetz in "Foreign Mail to and from Morris County – Part 8: Cape Verde Islands to Morris County" looks at a cover carried on the Mohican and delivered to Morristown, NJ. *NJPH* 46 No. 2 (May 2018).

"Hometown Post Offices: Westfield, NJ and its Mountainside Branch" by John B. Sharkey provides a history of the settlement's postal activity from the end of the eighteenth century to the present. *NJPH* 46 No. 3 (August 2018).

Donald A. Chafetz continues his series of articles on Morris County, NJ with his "Foreign Mail to and from Morris County – Part 9: Ireland to Morris County." *NJPH* 46 No. 3 (August 2018).

"Postcard Reporting of Contagious Diseases" by Robert G. Rose presents a postcard sent to the Health Department reporting a case of scarlet fever in a five year old. *NJPH* 46 No. 3 (August 2018).

Ed and Jean Siskin provide a detailed history of the Haddonfield post offices in "Hometown Post Offices: Haddonfield Postmarks." In addition to illustrating a number of postmarks, the authors provide both a postmaster list as well as a census of straight line Haddonfield, NJ cancels. *NJPH* 46 No. 3 (August 2018).

Robert G. Rose provides background and a selection of covers sent from Ocean City, NJ in "Hometown Post Offices: Ocean City, NJ." As with other articles in this series, the author provides a listing of postmasters. *NJPH* 46 No. 3 (August 2018).

New York

Roger Brody discusses Bausch and Lomb's presence in Rochester, NY in "And the Brand Played on – America's Centenarian Enterprises – Bausch & Lomb Incorporated." US Spec. 89 No. 6 (June 2018).

George McGowan provides background information about a railroad strike that originated in West Virginia and spread to New York. "The Great Railroad Strike of 1877" focuses on a piece of personal mail which was delayed owing to the strike. Excelsior! 51 No. 2 (June 2018).

New Mexico

"Anthony (Antonio) Joseph & Ojo Caliente" by Linda and Michael Nickel traces the early settlement of Ojo Caliente and its development as a resort center based on its natural springs. Col. Club Phil 97 No. 4 (July-August 2018).

North Carolina

Richard Winter in "A Twice-forwarded Letter" explains the routing and postal charges for a letter sent to Edenton (Chowan County) and forwarded to Wilmington and eventually to Marianna, Florida Territory, eventually arriving 68 $\frac{3}{4}$ postage due. N.C. Post. Hist. 37 No. 3 (Summer 2018).

Pennsylvania

Gus Spector provides the seventh and final installment of Philadelphia hotels and their markings in "The Final Three Philadelphia Hotels and Their Handstamps." This article focuses on the Marshall Hotel, Columbia House, and the Barley Sheaf Hotel. Pa. Post. Hist. 46 No. 2 (May 2018).

An 1845 cover mailed from Philadelphia to Glasgow, Scotland is the subject of Rick Leiby's "Another Hotel Marking Used on Foreign Mail." The cover carries a United States Hotel marking on its reverse. Pa. Post. Hist. 46 No. 2 (May 2018).

Hal Klein details a very early piece of misspent mail in "A Piece of Postal History: A Lesson in Planning Ahead." The cover in question was sent from Hardinsburg, Kentucky intended for Lebanon, Pennsylvania but carried to Lebanon, Ohio. Pa. Post. Hist. 46 No. 2 (May 2018).

"Emmaus, Pa.; Finally a Stampless Marking" by Rick Leiby focuses on a 1848 stampless cover sent from Emmaus, PA to Nazareth, PA. Pa. Post. Hist. 46 No. 2 (May 2018).

"3rd Update on Pennsylvania Manuscript Markings, Part II" by Tom Mazza focuses on Armstrong and Beaver Counties. Pa. Post. Hist. 46 No. 2 (May 2018).

Rick Leiby illustrates two covers, one paying the transit rate to New York and the other the transit rate as well as 25 cent expedited service fee in his article "25 Cents for a Difference of 16 Days." Both covers were mailed in Philadelphia and addressed to London. Pa. Post. Hist. 46 No. 3 (August 2018).

A letter written by Joseph Gardner to his mother while aboard the packet ship *Algonquin* is the subject of John Barwis's "A Letter Carried 'By the Pilot' of a Cope Line Packet Ship." Barwis uses evidence in the letter and the departure schedule of the *Algonquin* to date the letter to 21 April 1828. Pa. Post. Hist. 46 No. 3 (August 2018).

“Two 1845 Annville, Pa. Covers – Two Postal Rates” by Glenn L. Blauch shows the difference in rates caused by new postal rates that went into effect on July 1, 1845. *Pa. Post. Hist.* 46 No. 3 (August 2018).

Bedford and Berks Counties are the subject of Tom Mazza’s “3rd Update on Pennsylvania Manuscript Markings, Part III.” *Pa. Post. Hist.* 46 No. 3 (August 2018).

Vermont

Bill Lizotte in “The Post Horn” compares Vermont stampless covers to Delaware. In addition, he discusses a number of stampless covers including one from East Poultney. *Vermont Phil.* 63 No. 2 (May 2018).

Glenn Estus in “Vermont Slogan Machine Cancels (Part 7)” looks at cancels from Poultney, Rochester, and Rutland. *Vermont Phil.* 63 No. 2 (May 2018).

“Manuscript Oval Postmarks on Stampless Covers” by Bill Lizotte presents a small collection of manuscript postmarks each distinctive by the postmaster’s manuscript flourish. Included is a list of handstamped Vermont oval cancels. *Vermont Phil.* 63 No. 2 (May 2018).

“A Postal History of Larrabee’s Point” by Bill Lizotte establishes three periods of postal operations: from 1831-1838, 1840-42, and 1849-67. A list of postmasters and a scarcity index is provided. *Vermont Phil.* 63 No. 3 (August 2018).

Glenn Estus in “Vermont Slogan Machine Cancels (Part 8)” looks at cancels from Saint Albans, Saint Johnsbury, Shelburn, and Springfield. *Vermont Phil.* 63 No. 3 (August 2018).

David M. Frye’s “A Monthly Checking Account Statement’s Journey” maps out the route the cover took in rural Vermont before it was eventually delivered to the account holder in Brandon, Vt. *Vermont Phil.* 63 No. 3 (August 2018).

Wisconsin

“New Find: Prexie Used ‘Out of the Mails’” by Terry Kurzinski explains the use of a 2-cent presidential series stamp by a Wisconsin milk truck driver to pay for ‘out of the mails’ local delivery of a letter containing a receipt for butter fat testing. *Badger Post. Hist.* 57 No. 1 (August 2017).

Cheryl Ganz discusses a postal card mailed on Washington Island addressed to WLS radio in Chicago in her article “Island History in the Mail – Radio Fan Mail.” *Badger Post. Hist.* 57 No. 1 (August 2017).

Ken Grant’s “Baraboo, Wisconsin Postal History: From 1847 to the 1948 State Centennial” looks at the post office’s history and its various fancy cancels. *Badger Post. Hist.* 57 No. 1 (August 2017).

“Camp McCoy to Cameroon, July 1944” by James E. Byrne looks at a cover mailed from Sparta, WI to Cameroon. Camp McCoy served as a training center where the 76th Infantry Division could train in winter conditions. *Badger Post. Hist.* 57 No. 2 (November 2017).

Gene Setwyn provides background on a scam artist who operated in Loganville, WI in “A Sticky Business.” The mailer, David Lang, sold apron patterns as part of a “work at home” scheme. *Badger Post. Hist.* 57 No. 1 (August 2017).

Journal Abbreviations

Badger Post. Hist. = *Badger Postal History*, Ken Grant, E11960 Kessler Rd., Baraboo WI 53913.
Excelsior! = *Excelsior! Journal of the Empire State Postal History Society*, George McGowen, PO Box 482, East Schodack NY 12063.

Fla. Post. Hist. Jour. = *Florida Postal History Journal*, Deane R. Briggs, 2000 N. Lake Eloise Dr., Winter Haven, FL 33884.

Ga. Post Roads = *Georgia Post Roads*, Douglas N. Clark, PO Box 427, Marstons Mills MA 02648.

Granite Posts = *Granite Posts*, publication of the New Hampshire Postal History Society, edited by Terence Hines, Box 629, Chappaqua, NY 10515-0629, terencehines@aol.com.

Ia. Post. Hist. Soc. Bull. = *Iowa Postal History Society Bulletin*, PO Box 1375, Dubuque IA 52004.

Ill. Post. Hist. = *Illinois Postal Historian*, 951 Rose Court, Santa Clara CA 95051.

La Posta = *La Posta: The Journal of American Postal History*, PO Box 6074, Fredericksburg VA 22403.

No. Caro. P.H. = *North Carolina Postal Historian*, PO Box 681447, Charlotte NC 28216.

NJPH = *NJPH The Journal of New Jersey Postal History Society*, 18 Balbrook Dr., Mendham NJ 07945.

Oh. Post. Hist. J. = *Ohio Postal History Journal*, 568 Illinois Ct., Westerville OH 43081.

Okla. Phil. = *The Oklahoma Philatelist*, 4005 Driftwood Circle, Yukon OK 73099.

Pa. Post. Hist. = *Pennsylvania Postal Historian*, 382 Tall Meadow Ln., Yardley PA 19067.

Peninsular Phil. = *The Peninsular Philatelist*, 244 Breckenridge West, Ferndale MI 48220.

Prexie Era = *The Prexie Era*, 7554 Brooklyn Av, NE, Seattle WA 98115-1302.

Tenn. Posts = *Tennessee Posts*, PO Box 871, Shelton WA 98594.

Tex. Post. Hist. Soc. = *Texas Postal History Society Journal*, 1013 Springbrook Dr., DeSoto TX 75115.

Trans. Post. Coll. = *Transit Postmark Collector*, Douglas N. Clark, PO Box 427, Marstons Mills MA 02648.

US Spec. = *The United States Specialist*, 951 Rose Court, Santa Clara CA 95051.

Vermont Phil. = *The Vermont Philatelist*, PO Box 451, Westport NY 12993-0147.

Postal History Society Officers & Board of Directors

Pres. & Acting Treas.: Yamil Kouri, 405 Waltham St., #347, Lexington MA 02421

Vice Pres. & Awards Chair: Douglas N. Clark, P.O. Box 427, Marstons Mills MA 02648

Acting Sec.: Diane DeBlois, P.O. Box 477, West Sand Lake NY 12196

Publicity Chair: David M. Frye, phs-publicity@widesky.biz

Class of 2019	Douglas N. Clark	doc@math.uga.edu
	Fernando Iglesias	fciglesias@earthlink.net
	Sandeep Jaiswal	sj722@aol.com
Class of 2020	Kenneth Grant	Kenneth.grant@uwc.edu
	Terence Hines	terencehines@aol.com
	Yamil Kouri	yhkouri@massmed.org
	Timothy O'Connor	timoconnor1@comcast.net
Class of 2021	Juan Farah	juanlfarah@gmail.com
	Rob Faux	gff@genuinefauxfarm.com
	Steve Swain	swain.steve9@gmail.com

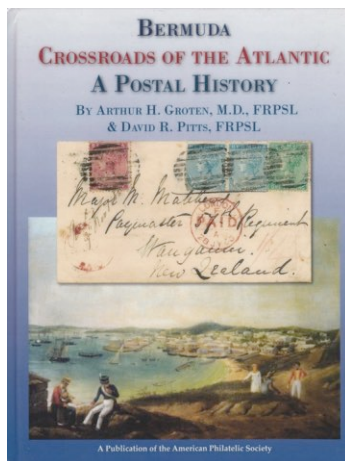
Bermuda: Crossroads of the Atlantic

A review by Robert Dalton Harris

Bermuda: Crossroads of the Atlantic, A Postal History, by Arthur H. Groten M.D., FRPSL & David R. Pitts, FRPSL. 150 pages, hardbound, in color, plus CD. ISBN: 978-0-9335980-82-4. American Philatelic Society, non-member \$49; member \$44; shipping \$2.

Groten and Pitts conclude their *Bermuda* hoping that: “we have made a strong case for the inclusion of transit mail in future postal history studies, regardless of place. In our view, without it, and the network theory it supports, full understanding of a place’s postal history is not possible. Bermuda, as an island, is a perfect laboratory for studying this assertion.” They enlist in this enterprise: (1) “general historical background within which postal historical themes develop;” and (2) ancillary details from cited contents of letters to disclose, “how postal communication served the needs of its users, economically and socially Such glimpses bring out the humanity of the letters we collect ...”

With respect to postal networking, Groten and Pitts emphasize two different models - social and physical I shall call them - to make the case for transit in the dynamics of networks from the Bermuda standpoint.



Social Model

The social model is based upon the agency of families in the linkages between Bermuda and the seaports along the Atlantic coast of North America. Such linkages, revealed by interrogating the contents of the letters, are made to disclose the social and economic relations upon the island in conjunction with those established with the external world. “The commercial networks being established by Bermudian families in the Americas required rapid delivery of intelligence and accounted for the initial growth of connections with Charleston, S.C. From there, the network extended further south and then north to New England by ... an *ad hoc* coastal maritime service.”

The coherence of social and economic nets was crucial in the development of the internal mail service in Bermuda, otherwise a “symbiotic” relation between settlements and routes ... “as service expanded, over the years, settlements were formed along the way ... no different than any other network system.” These themes are subsequently expanded: “All postal systems develop on the basis of network theory. An initial major connection (e.g. postal route) expands as needed by developments peripheral to that main route. These are most commonly the result of some economic advantage, such as a new military base, that brings an increased population to an outlying area. That population requires both economic and social communication with the main trunk. This type

of development is true for the original post roads, the railroads, the telegraph, and air transport.” The authors plotted the new post offices as they were established to find that Bermuda postal expansion followed the classic model. All mail was sent to the central town for distribution.

The Larger Network

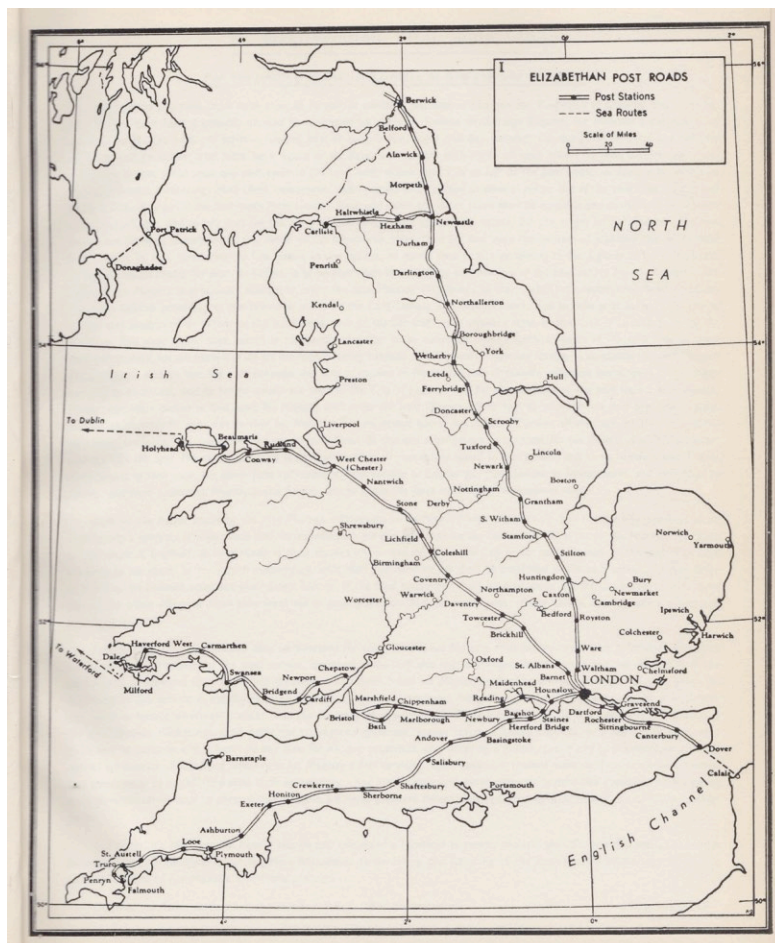


Figure 1. Postal arrangements within Elizabethan England at the time of discovery of Bermuda by the wreck of the Sea Venture. London is at the center of 5 radiating “trees.” From Alan W. Robertson, *Great Britain Post Roads, Post Towns and Postal Rates 1635-1839*, page 2.

Communicating with the outside world was via ship letter, carried *ad hoc*, and so generally lacking the rate, route, and marking dimensions of postal history. But, the content of the letters themselves may disclose implications of a “larger network. This need is, of course, much more compelling for scheduled packet mail.” With this realization, the question of transit mail entails a view of “reciprocal communication” (in a) ... “role that it plays in postal communications outside its own nominal sphere, i.e. the

study of mail transiting ... requiring an understanding of a myriad of routes to and from a myriad of places.”

General Historical Background

For “general historical background,” Groten and Pitts stage their work with a geography of wind and ocean currents and land masses plus the uninhabited island in question being convenient for the wreck of the *Sea Venture* in 1610 on its way to provision the colony at Jamestown, repurposed by Shakespeare for *The Tempest*. A letter from more than two centuries later is cited by the authors to further warrant the Shakespearean digression: “We have had very boisterous weather during nearly the whole of October, November, and December justifying fully the appellation given to these islands by one of our Poets ‘the vexed Bermoothes’ ...” And postal history, here, is just another step away into Elizabethan London, thanks to Bermudian William Gilbert Gosling from St. John’s Newfoundland, where his “passion for books and book collecting” led almost three centuries after the fact in 1899 to publishing “his first literary work, an article about William Shakespeare’s *The Tempest*.”

Shakespeare would have had many opportunities of hearing of the shipwreck at first hand. It will be remembered that Shakespeare was interested in both the Blackfriars and Globe Theatres, on either side of the river, and was necessarily continually passing over the ferry from Paris Garden Stairs on the Surrey side to Blackfriars. We learn that this part of the river was the headquarters for foreign going vessels. It was quite the busiest part of the river and thousands of watermen plied their calling about there. Many of them were old sailors who had served with Drake, Hawkins, &c., and we can be quite certain that these watermen followed very closely the fortunes of the various expeditions fitted out for the scenes of their old adventures. The setting forth of Sir George Somers’ fleet of nine ships would have been particularly noticed, and the return of the eight from Virginia, with the report of the loss of the Admiral’s ship, the *Sea Venture*, would have caused a buzz of comment amongst them. When in September, 1610, some of these very mariners, who had been long given up for lost, returned from Virginia with the marvellous account of their adventures the fame of it would have spread like wildfire amongst the watermen, and the whole story would have been poured into Shakespeare’s ears on the very next occasion on which he crossed the river.

The Tempest, Gonzalo dreaming of a land where “letters should not be known,” is one of the few plays by Shakespeare unplagued by letters. More than a hundred letters pass elsewhere in his dramas without benefit of the Royal Mail: “reliant on private carriers, uncertain terrains and regular miscarriages ... yet letters in Shakespeare are also more than dramatic: their insistent, constant presence help to preface the day where they are a normal part of discourse, objects (rather than just texts) that move from person to person, as expected as the weekday post.” (Simon Garfield, *To the Letter: A Celebration of the Lost Art of Letter Writing*.)

Gosling also alerts us to the 1610 publication of ‘Newes from Virginia’ a poetical tract by Robert Rich (who had been on the *Sea Venture* and shipwrecked on Bermuda), which links us to the oldest letter from the British Empire, found among the Rich Papers and held by the Bermuda National Trust, datelined Somm[e]r Islands 20 November

1615 and addressed to Robert Rich (the poet's second cousin). The writer, an indentured servant named Edward Dun, describes the state of the island: "May it please you that when the subdivision is [made] that you will send word into what mannor you will have it [the land] imployed; in the meane tyme we are determined to plant Corne and some Tobacco." 'Corne' at least persists of the fantastic abundance in the Rich poem:

There is no fear of hunger here,
for Corne much store here grows,
Much fish the gallant Rivers yield,
in truth, without suppose.
Great stores of Fowle, of Venison,
of Grapes, and Mulberries,
Of Chestnuts, Walnuts, and such like
of fruits and Strawberries.
There is indeed no want at all ...

Navigating the American Revolution

The statement, repeated twice by the authors: "there are no known postal historical communications related to Bermuda during the Revolutionary War," must be for lack of evidence in hand. But a sidewise examination of the greater historical context through the book's bibliography leads us to Michael J. Jarvis, *In the Eye of All Trade: Bermuda, Bermudians, and the Maritime Atlantic World, 1680-1783*, whose chapter 7, "Navigating the American Revolution" quickly reveals the Gunpowder Plot, based upon an exchange of letters between Bermuda and various points on the main land.

"Between 1720 and 1760 the population of crowded Bermuda ... merely doubled ... on the other hand ... Pennsylvania and South Carolina grew by a factor of eight. ... Finite island colonies enjoyed early success, but the eighteenth century belonged to virtually infinite colonies on the continent." Bermuda relied on provisions from North America, ad hoc supplies, grueling markets. When Continental Congress implemented non-importation measures in 1774 against Great Britain and its loyal colonies, Bermudian loyalties were divided and lifelines were threatened. Letters from Henry Tucker in Bermuda to his sons in Virginia reveal concerns for provisions and a certain vulnerability of a magazine of gun powder stored upon the island and without a garrison, as well as instructions to hand-carry a message (contents unknown) to General George Washington who was besieging the British at Boston. In July 1775, Tucker himself led a delegation to Philadelphia to appeal the non-importation measures. Benjamin Franklin, newly re-minted Postmaster General, is given credit for proposing to the Continental Congress a *quid pro quo*: provisions for gunpowder. Three expeditions were launched to fetch the gunpowder, from Charleston, Philadelphia, and Newport - all coordinated by written correspondence, held by the Tucker-Coleman Papers, Swem Library, College of William and Mary, Williamsburg; published in the American Archives (George Washington to Nicholas Cooke, as well as "Address to the inhabitants of Bermuda" September 16, 1775); and by the American Philosophical Society (Tucker to Franklin, August 12, 1775 - "probably carried in the *Lady Catherine* with the gunpowder").

Physical Model

For a physical model, Groten and Pitts conjugate references to the Information Circles of Seija-Riita Laakso (*Across the Oceans: Development of Overseas Business Information Transmission 1815-1875*), and a Gravity Model tagged to Jan Tinbergen. Quoted from an article by Adam Davison in the *New York Times Magazine*, the Gravity Model is formulated as: “trade between two markets will equal the size of the two markets multiplied together and then divided by their distance.” There is no warrant for this model from Newtonian physics, but it proves useful to express exponential growth, as signified by the exponent (usually a fractional dimension between 1 and 2) of the distance.

For an analysis of the physical net, Laakso introduces the concept of the Information Circle - the number of exchanges between the points in question in the course of a year. The question of distribution entails the succession from the *ad hoc* service of private ships; to regularly-departing packets from the seat of Empire, begun in 1806 by the Admiralty Service; and by the private packet lines regularly-scheduled departures **from both ends** of a line service between New York and Liverpool, begun in 1818. Admiralty service allowed 2.5 exchanges annually; the Packet lines, 4 circles increasing to 5 as the number of lines proliferated into weekly departures by 1822. Neither the regularity of the Admiralty departures nor the line service innovations involve speed but rather the frequency in regular exchange of correspondence. The introduction of steam ships in the beginning effected an increase in these Information Circles from 5 to 6, while Cunard Liners with their increasing frequencies of departures boosted the number of Information Circles from 6 to 8. By a continuing proliferation of contract steam boat line mails during the 1850s the number of Information Circles increased to 12, a five-fold increase in the course of 50 years. Less than half of that growth was a matter of transit time over the ocean - speed - while the rest was accumulated - dwell time - awaiting opportunities to forward and to reply.

Bermuda gained as much as any colony from the Admiralty Packets, but with respect to the sailing lines Bermuda was not even a side line but rather a recipient of the *ad hoc* sailing vessels on hand in 1818 to carry from New York to the island. Such sailing ships, whether *ad hoc*, Admiralty, or of a line, would typically carry not only loose letters but packets of letters conveyed between commercial correspondents. These packets were motherloded with transit details: replies, inquiries, instructions, letters to be mailed, letters perhaps to be superscribed and then mailed, not to say duplicates and triplicates of former letters should they have gone afoul. Few of these transactions that depend on the forwarder received his postal imprimatur. Forwarding agents are extolled but few are remarked from Bermuda during the sailing days. But two Tuckers are listed in the index to Kenneth Rowe (*The Postal History of Forwarding Agents*) located in Baltimore and New York, which suggests family connections to Bermuda as well as the presence along the Atlantic coast of Tuckers to serve as forwarding agents from wherever ports ocean lines should serve.

A Gravity Model obscures the issue of frequency and the articulation of routes when it comes to the physical net. “Models that include a detailed transport sector, do

not rely solely on gravity models in determining commodity flows.” (*Systems Analysis and Simulation Models*, The Brookings Institute 1971).

Considering a physical model of postal networking, as Groten and Pitts have otherwise suggested, a postal system might begin with a single post route, a strategic connection. Such a line of communications, dispatching from both ends and with messages exchanged through postal relay was inscribed in 1715 on a map by Hermann Moll, to unite the British colonial claims upon North America. At mid century this line of posts had inland branches from several seaports which by 1800 were being elaborated as a distributed network: distribution offices for aggregation and delivery upon the local trees but expediting among themselves (a system patented by William Dockwra for the London Penny Post in 1680).

This Book in Context

By the extraordinary division of their labors between print and digital format, the authors have provided all that a scholar could want of Bermuda postal history. On the CD may be found scans of each page of the very beautiful International Large Gold Exhibit designed by Groten to showcase Pitts’s collection: “Bermuda Postal History: Forerunners to the UPU,” a searchable electronic file of the printed book, as well as what seems to be the comprehensive compilation of philatelic scholarship, a census of covers, and matters in support of the mission of the printed book. In this review, I have followed their promotion of the historical context and socioeconomic contingency with networking, altogether to enlarge the scope of postal history.

Bermuda especially rewards these peripheral innovations of context and contingency as “in the eye of a hurricane;” and, with respect to the networking, a strong social underpinning to provide the *ad hoc* connectivity in the absence of system. As to the physical model of the network in which Bermuda is implicated, Groten and Pitts look to “a myriad of routes to and from a myriad of places” - just to that kind of articulation which arises from translation among local perspectives.

Altogether, Groten and Pitts’ book joins several postal historical ventures embraced by the Postal History Society, and published in this journal. For the postal history of another isolated place, see the extended review of Terry Hines’s Hanover, New Hampshire (*PHJ* 166, February 2017). Terry, himself, more recently (*PHJ* 169 February 2018) reviewed four works that dealt with economics, geography and postal history. The three issues of 2010 each bear on ocean mail: *PHJ* 145, an article by Laakso on European mail and globalization; *PHJ* 146, a review of Laakso’s book as well a comparison with James Pullen’s *North American Packets: Departures and Arrivals 1818-1840*, to explore the complexity of inland forwarding once packet mail reached port; *PHJ* 147, in an extended article on the shaping of U.S. mail by the weight of newspapers, appears a description of the development of packet lines to New York City with an elaboration of lines of connection to the rest of the country, sprouting numerous lines of sailing packets to Southern ports. In 2006, Michel Forand provided an article on censorship in WWII when Bermuda became a distribution center for the trans-Atlantic mails (*PHJ* 133 February 2016). Most recently, “Revisiting the Natchez Trace” (*PHJ* 170) offered an opportunity to write about the development by the United States Post Office Department of a distributed network.

Society Forum

This space is set aside for commentary, announcements, questions and other information by, for and about members of the Postal History Society.

The editors welcome correspondence: Box 477, West Sand Lake NY 12196, <agatherin@yahoo.com>

President's Message: Yamil Kouri

After our annual meeting on Saturday, August 11, Lawrence Haber made an excellent presentation on the postal change to decimal currency in the United Kingdom.

The board agreed to hold our next annual meeting at the APS Stampshow in Omaha, Nebraska, in August 2019.

Congratulations to member Hugh Feldman whose book on U.S. railroads won the Literature Grand Award at Stampshow (see article, page 22), and to former Board member Art Groten whose co-authored book on Bermuda won the Literature Reserve Grand (see review, page 56).

Congratulations also to our editors for the Large Gold medal awarded to the 2017 issues of this journal.

To Access Electronic Files of this Journal: Establish an account on the web site of the American Philatelic Society, www.stamps.org, click on the box "APRL Digital," choose *Postal History Journal* from list of journals that may be accessed.

Remember Ye Olde Post Roads!

by Vincent Green of Sandafayre Philatelic Auctions

Here in the United Kingdom the state of our road network has probably overtaken the weather as our favored gripe. It's certainly top of the charts at Sandafayre as every morning we travel in from all points of the compass. I myself have only a short commute to reach the office, less than 12 miles, but as elsewhere in much of Great Britain it can prove to be somewhat fraught.

We experience over 20,000 regular daily traffic jam incidents (however the European Union measures them), the next worst country is Germany with around 8,000, Italy with 6,000 and France with a measly 2,000.

So I've been ranting a lot about our roads recently and I wondered if there was any postal history perspective which I could add into the mix, then at least I could write something interesting rather than boring you with my tales of woe... so here it is...

In 1784 as part of John Palmer's reforms, mail coaches officially replaced horse messengers in England and a local doctor writing in the Bath *Argus* observed that this new mail coach service had cut the journey time from London to 17 hours from the previous 3 days but "Regular travel at such prodigious speed must surely result in death from apoplexy."

Palmer's reforms were sorely needed and are well worth reading about. In short, he convinced William Pitt, at the age of 24 our youngest Prime Minister, to launch an ex-

periment which offered a faster and more secure mail coach service at a higher cost. Coaches were to depart earlier in the evenings leaving any late passengers behind. Toll-keepers, warned by a blast of a horn when the coach approached, were to be heavily fined if they in any way impeded the mail - in all a welcome improvement which also guaranteed an armed guard for both letters and passengers.

As difficult as it may be for you to imagine, things were soon to develop even beyond those heady improvements when in 1815 John McAdam used his position as Superintendent of Roads for the County of Bristol to experiment with a new system for repairing and surfacing roads. In 1816 he treated 11 miles of roadway between Bristol and Old Down which 3 years later was inspected and found to be in remarkably good condition. His system was simple and economic and Britain's roads became... wait for it... the BEST IN THE WORLD. At least for a while.

During this period there was also an increase in superbly engineered iron bridges, opening up faster post roads, so it can be no surprise that England's mail coach industry also blossomed with around 200 each year produced to a standard design by private companies. These vehicles could travel from central London to Brighton in 4 hours and took 42 hours to complete the 400 mile journey to Edinburgh (thus roughly matching the average speed of my current morning commute) and were seen as the best such vehicles in the world.

This was not the first time. That great Roman politician and lawyer Cicero wrote of Britain that the only thing worth taking back from these islands were the chariots (he also said we were too stupid to make good slaves).

Europe also began to surface important roads and soon it was possible, when using an express mail coach (any passengers had to carry the barest minimum of luggage), to travel the 310 miles from Paris to Lyon in just 34 hours, the 171 miles from Paris to Calais took just 16 hours. Regular coaches which did carry some mail were slower but their speed increased with the quality of roads from 2 miles per hour in 1814 to 6 mph by 1848. Due to the many private enterprises competing along these French routes, fares remained low and drivers seeking to gain tips from passengers had to keep the pace high. In 1827 over 4000 such vehicles crashed or overturned as a result of excessive speed or overloading!

I guess that, even in my most desperate moments trying to travel around the UK, I'll concede that those old postmen had it worse. One 1828 guidebook gives advice to those traveling with the post coaches to "Never shoot from a great distance with a pistol, but wait until the highwayman is near enough for you to see the whites of his eyes!"

Every country has its own postal development history, from Spain where mules and not horses drew the coaches, Portugal where both messengers and mail actually travelled on the backs of mules, Italy with her fast two wheeled coaches where a larger version could be hired by passengers although the coach remained an official post vehicle and so on... let us not forget the United States with her unique high-sprung Concord coaches later popularized on the silver screen!

Study of the postal system really is a window into the past, combining infrastructural development and social attitudes in one. It can explain a lot, including why older roads in the longest developed countries can now seem so inadequate.

In a time when carrier pigeons and the spoken word were the only other communication alternative, and long before the motor car came along, the mails really did drive the development of our road systems. Cars have not been with us for very long at all. Interestingly, in 1902 *Harpers Weekly* stated: “The actual building of roads devoted to motor cars is not for the near future, in spite of many rumors to that effect” and 1903 saw the American businessman Chauncey Depew advise his nephew not to invest \$5000 in the Ford Motor Company: “Nothing has come along that can beat the horse and buggy.” So as I grind along my journey and miserably fail to imagine a future without so many cars, I can comfort myself that rather like General Sedgewick at the Battle of Spotsylvania (“Nonsense man! They couldn’t hit an elephant at this dist...”) I am almost certainly wrong and one day it will get better, surely.

Letter to the Editors from Alan Warren

It was nice to see William Moskoff’s article on first day covers of the 1954 George Eastman commemorative in the June issue. Postal history encompasses a broad spectrum of materials and a wide range of time from the 16th century to the present.

Several times I entered first day cover exhibits in the annual Nordia shows that are held on a rotating basis in the major Scandinavian countries. They did not fare well as Nordia uses FIP judging guidelines, and I was always informed there are no regulations covering such exhibits.

I then tried a new approach, entering an exhibit in the Postal History class, explaining that I dealt with postmarks and their varieties including unofficial towns, auxiliary markings as well as censorship treatment, unusual destinations, and yes, also cachets. It received a much higher medal.

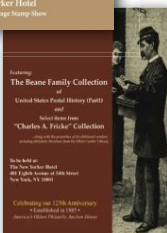
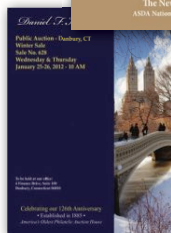
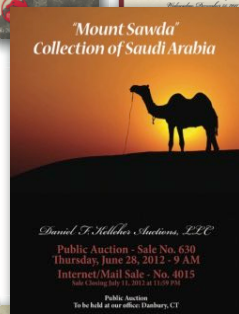
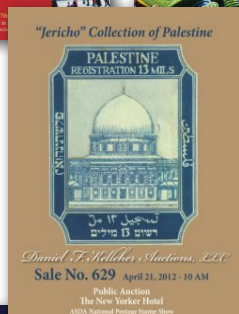
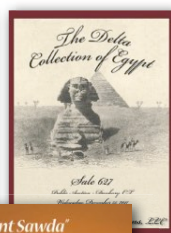
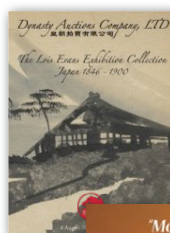
Washington 2006 had a non-competitive showcase of half a dozen FDC exhibits. New York 2016 had a first day cover class with eight exhibits. One or more first day cover exhibits are seen every year now in the Champion of Champions competition at the APS summer StampShow. After many years of abuse, first day cover exhibiting has come of age and is now taken on by serious collectors, sometimes as an intense sideline.

Benjamin Franklin (aka Tim O’Connor) at the Royal Philatelic Society, June 14

Our Society Director Tim O’Connor on the right, with Chief Commoner of The City of London John Scott (a member of our Society and Librarian of the Postal History Society UK) on the left, flanking President Patrick Maselis of the Royal Philatelic Society. Tim presented Colonial American Postal History 1675 to 1783 - including a cover marked “Post Paid” from the Lovelace Post of 1672/3 (an effort by New York Colonial Governor Francis Lovelace to create a reliable line of discourse with the New England Confederacy), and a letter sent in 1675 from Fort Albany to Rotterdam (the earliest letter from the newly re-conquered Fort Orange).



Now is the right time to consider selling your specialized collection.



Kelleher is proud to have countless bidders and buyers in every

conceivable philatelic specialty throughout the world—you name it. There's no better place

to sell your specialized collection. Count on Kelleher to help you.

Quite frankly, there is no better source in the world for every form of worldwide postal history. And because of this—as one might expect—there is no better venue in the world for you when it comes time to sell your cherished collection.



Daniel F. Kelleher Auctions, LLC
America's Oldest Philatelic Auction House • Established 1885

60 Newtown Road., PMB #44
Danbury, CT 06810 USA
+203.297.6056 • Fax: +203.297.6059

info@kelleherauctions.com

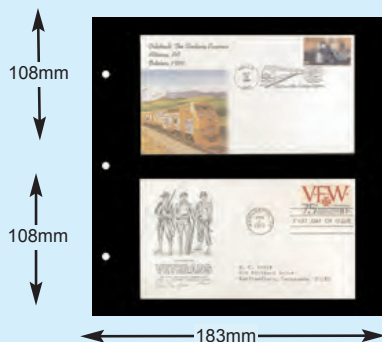
www.kelleherauctions.com



Quality supplies and savings from Subway!

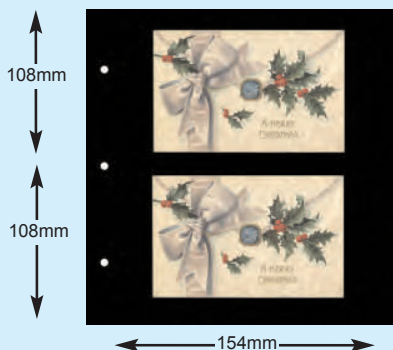
Cover Album #6

- Complete album with 25 pages (page size 8 $\frac{1}{8}$ x9") Available in: **Blue, Black, Wine Red**
- Black back two sided 2 pocket pages (holds 100 180x108mm covers)
ZGK-838A \$27.07, SSS Price \$20.30
- Same with all-clear pages (holds 100 covers or 50 viewed from both sides)
ZGK-838AC \$27.07, SSS Price \$20.30



Postcard Albums

- Complete album with 25 pages (Page Size 8 $\frac{1}{8}$ x9") (Available in: **Blue, Black, Wine Red**)
- Black-back two-sided 2 pocket pages (holds 100 248x140mm covers)
ZGK-836A \$27.07, Price \$20.30
- Same with all-clear pages (holds 100 covers or 50 viewed from both sides)
ZGK-836AC \$27.07, Price \$20.30



PHILATELIC EXHIBITOR'S

HANDBOOK Neil,
Edited by Ada Prill
(2006)

Completely revised and expanded to include new exhibiting categories and rules of exhibiting.

RRN-01 \$39.99 SSS Price \$31.99
A MUST HAVE BOOK!!

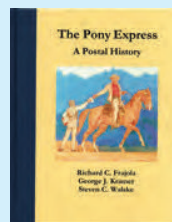


THE PONY EXPRESS:

A POSTAL HISTORY

By Richard C. Frajola,
Philatelic Foundation
Publisher: Philatelic
Foundation (2005) 165
pages

RPF02 \$45.00
SSS Price \$36.00



VISIT US ONLINE AT WWW.SUBWAYSTAMP.COM

DOWNLOAD OUR CATALOG TODAY!

Not Responsible For
Typographical Errors

America's (and the World's) Largest Stamp Collecting Supply Company



SHIPPING CHARGES

By MAIL/UPS *: **\$6.50** Min. Orders over \$55 **ADD 12%**, Over \$100 **ADD 10%**, Over \$250 **ADD 8%**
* Some Remote Areas Carry Higher Shipping charges. **PA Residents: ADD 6% Sales Tax**

ADD \$5/\$10 Per Parcel on high weight/low cost orders shipped to the 11 Western States & TX

Ask for Shipping Charges to AK, HI, P.R., APO's, FPO's, Foreign

Phone: 1-800-221-9960 Fax: 1-888-221-9960

2121 Beale Ave, Altoona PA 16601

Email: custserv@subwaystamp.com Phone: 814-946-1000 Fax: 814-946-9997

